

2.9 Land Use

This section of the EIR addresses existing land uses in unincorporated San Diego County and the impacts of the General Plan Update to on site and surrounding land uses. This section discusses and analyzes potential land use conflicts of the General Plan Update in relation to the physical division of an existing community, existing land use plans, and applicable Habitat Conservation Plans (HCPs). The discussion of existing land uses and land use policies and regulations is based on the County of San Diego General Plan, Land Use Element Background Report (DPLU 2007c).

A summary of the land use impacts identified in Section 2.9.3 is provided in the following table.

Land Use Summary of Impacts

| Issue Number | Issue Topic | Project Direct Impact | Project Cumulative Impact | Impact After Mitigation |
|--------------|--|-------------------------|---------------------------|-------------------------|
| 1 | Physical Division of an Established Community | Potentially Significant | Potentially Significant | Less Than Significant |
| 2 | Conflicts with Land Use Plans, Policies, and Regulations | Less Than Significant | Less Than Significant | Less Than Significant |
| 3 | Conflicts with HCPs or NCCPs | Less Than Significant | Less Than Significant | Less Than Significant |

2.9.1 Existing Conditions

2.9.1.1 *Descriptions of Land Uses*

Table 2.9-1 describes the existing land use types in the unincorporated County of San Diego. These land use types are based on existing development patterns from various sources, including ground-truthing aerial photos and building permits.

2.9.1.2 *Community and Subregional Planning Areas*

This section provides a brief discussion of growth trends and regional land use within the County, and then provides a summary of past and present land use trends in each of the planning areas within the unincorporated County. Population growth is discussed in greater detail in Section 2.12, Population and Housing.

Growth Trends

During the period from 2000 to 2007, all of the CPAs and Subregional Planning Areas (Subregions) in the unincorporated County experienced some growth. Overall, the population of the unincorporated County has grown nine percent from 2000, 442,919 to 481,216 in 2007. Historically, the fastest growing areas have been those west of the SDCWA boundary in close proximity to infrastructure.

Regional Land Use

The unincorporated portion of San Diego County is located in the southwestern corner of California and encompasses approximately 2.3 million acres. It is bordered by Riverside and Orange Counties to the north; Imperial County to the east; the country of Mexico to the south; and 18 local incorporated jurisdictions and the Pacific Ocean to the west. The incorporated cities within the County include the following (listed from north to south): the cities of Oceanside, Vista, Carlsbad, San Marcos, Escondido, Encinitas, Solana Beach, Del Mar, Poway, Santee, El Cajon, La Mesa, Lemon Grove, National City, Chula Vista, Imperial Beach, Coronado, and San Diego. The unincorporated portion of the region is divided into 23 planning areas, as shown in Figure 1-2. Fourteen of the planning areas are CPAs, and 9 are Subregions.

The common characteristics of the land, from topography to public services, work to dictate what development patterns are most appropriate for particular portions of the San Diego region. On average, the unincorporated areas of the County are more highly constrained, with more rugged terrain, more occurrences of sensitive species, and less opportunities to provide essential services. Due to these constraints, the unincorporated areas generally have a different ratio of land uses than the incorporated cities. A majority of the land in the unincorporated County is open space or undeveloped, while the majority of land in the incorporated cities is developed. Land uses identified in the existing General Plan for the unincorporated County are shown in Figure 2.9-1, and Table 2.9-2 provides regional land use distribution totals. Within the developed land areas of the unincorporated County, residential and transportation/circulation uses are the predominant land uses. In addition, several large federal, State and regional parklands encompass much of the unincorporated County, especially the eastern portion.

The most developed communities in the unincorporated County are located along its western boundary and include the CPAs of Spring Valley, Valle de Oro, Lakeside, Ramona, and San Dieguito, as well as the North County Metro Subregion. These areas, located primarily within the SDCWA boundary, have generally been provided with public facilities and services, such as water, sewer, roads, and schools, before other areas of the unincorporated County and, therefore, have been able to sustain growth at a more rapid rate. Because public facilities and services are more difficult and costly to construct and provide further to the east, development has been sparse in the backcountry region.

Alpine CPA

Alpine covers approximately 68,100 acres of land and is characterized by diverse geography with residential land use patterns and an established town center area. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Alpine CPA was represented by the Alpine Planning Group during the General Plan Update planning process. The most distinguished geographic features include the rugged peaks of the Viejas and El Cajon Mountains near the El Capitan Reservoir in the northern portion of the CPA, and the hills and valleys around the Loveland Reservoir located in the southern portion. The CPA is bisected by I-8, with a majority of the population concentrated in and around the vicinity of the Alpine town center area located adjacent to the freeway. The Cleveland National Forest comprises most of the land in the eastern and northern portions of the Alpine CPA. Privately held lands within these areas are subject to the Forest Conservation Initiative (FCI), described in Section 2.9.2 Regulatory Framework.

Alpine Boulevard forms the commercial spine of the Alpine town center area and runs parallel to the southern side of I-8. Residential development abuts the southern side of the commercial strip, with a development pattern of decreasing density moving away from the town center. A low density rural residential development pattern is located on the rolling hills to the north of the commercial core and I-8, with residential lots ranging from one to ten acres. The Alpine town center area and surrounding low density development are located within the SDCWA. In addition, Alpine has a County-maintained sewer district.

The Viejas Indian Reservation comprises approximately 1,600 acres of the Alpine CPA. The reservation is self-governed by the Viejas Band of Kumeyaay Indians and includes a casino and regional outlet shopping center. The Ewiiapaayp Band of Kumeyaay Indians owns approximately 20 acres of land along Willows Road to the west of the Viejas Reservation and is proposing to construct a casino facility in this location.

Bonsall CPA

The Bonsall CPA encompasses approximately 20,900 acres in the northwest region of San Diego County. The Fallbrook CPA borders it to the north; the Valley Center CPA is located to the east; the North County Metropolitan Subregion and the City of Vista are located to the south; and the City of Oceanside is located to the west. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Bonsall CPA was represented by the Bonsall Sponsor Group during the General Plan Update planning process. The San Luis Rey River encompasses its northern border, turning in a southerly direction toward Bonsall's western edge. The Moosa Canyon Creek also runs in an east-westerly direction through central Bonsall, joining with the San Luis Rey River in the northwest. Bonsall has a general topography of rolling hills and valleys. However, there are areas of steep ridges in the north and northeast along the San Luis Rey River and in the east along I-15 and Moosa Canyon Creek.

Bonsall is generally characterized by low-density residential development with lots ranging from one to ten acres and agricultural uses, and lies entirely within the SDCWA boundary. Agricultural activities generally include the growth of citrus and subtropical plants in the northwest, northeast, and southeast areas of the Bonsall CPA. The CPA also contains an established town center located on the intersection of Olive Hill Road and Mission Road/SR-76, which is the central commercial service area for the community. Residential lot sizes located outside of the town center area range in size from approximately one acre to more than 20 acres. Primary access to the community is through SR-76 on the western edge and I-15 along the eastern boundary.

Central Mountain Subregion

The Central Mountain Subregion is known for its scenic beauty, undisturbed landscape and recreational opportunities. The Central Mountain Subregion is located entirely outside of the SDCWA boundary in the eastern part of the County, and consists of 203,300 acres of primarily steep and rugged terrain, connected by valleys and occasional mountain meadows. It is located east of the Alpine and Ramona CPAs, west of the Desert Subregion, south of the Julian CPA and north of the Mountain Empire Subregion. There are three separate planning areas within Central Mountain Subregion: Cuyamaca, Descanso and Pine Valley. Descanso and Pine Valley have rural villages. In addition, Guatay, located within the Pine Valley subregion, has scattered commercial and civic uses. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Central Mountain Subregion was represented by the Descanso and Pine

Valley Planning Groups, and the Cuyamaca Sponsor Group, during the General Plan Update planning process. Two other smaller communities, Buckman Springs and Mount Laguna, are also important residential areas located within the Pine Valley sponsor group area. These communities can be easily accessed by several major roads including: I-8 to SR-79 to Descanso; I-8 to Old Highway 80 to Pine Valley; and either SR-79 to Sunrise Highway or SR-67 through Julian to Cuyamaca.

Large lot, single-family residential development, grazing, dry farming lands, and undeveloped open space are the predominant land uses within the Central Mountain Subregion. However, secondary dwellings, often used in the summertime by vacationers to the area, also characterize this subregion. Smaller sized (0.5-acre or 0.25-acre) lots are predominant in Pine Valley and Descanso, and occur primarily within the rural villages.

Parks, lakes and mountain areas provide important scenic and recreational resources in the Central Mountain Subregion. These include Lake Cuyamaca and the Cuyamaca Rancho State Park in Cuyamaca, the Meadow equestrian area in Pine Valley, and the Cleveland National Forest throughout the entire subregion. Commercial and industrial land use is rare within this subregion. The community of Descanso has the only active industrial use located in Sherilton/King Creek, which is used to manufacture portable schoolrooms. There is also a borrow pit (granite pit) located south of I-8, and west of Japatul Road which has been in operation since 1937.

Elevation heights within the Subregion can range from approximately 1,000 feet to over 6,500 feet AMSL. Several prominent mountain peaks and ranges are located within the Subregion, including the Cuyamaca Mountains in Cuyamaca and the Laguna Mountains in Pine Valley. The largest public land owners in the Subregion are the Cleveland National Forest and Cuyamaca Rancho State Park. Approximately 31,800 acres, or 15 percent, of the total acreage of the Subregion is also subject to the FCI. Over 10,000 acres are under tribal ownership by four different tribal nations. These include the Capitan Grande Indian Reservation, the Inaja and the Cosmit Reservations, and the La Posta Reservation.

Agriculture in the Central Mountain Subregion is restricted by the availability of water, unsuitable soils, and rugged terrain. Agricultural uses that the area can sustain include cattle grazing, small-scale animal husbandry, and dry land oat/hay farming. Groundwater is a major issue for many of the property owners within the Subregion and is the most limiting factor for development in the Central Mountain Subregion.

Since 1992, a moratorium has been imposed on development in the Central Mountain Subregion. This moratorium is being addressed as part of the proposed project. The moratorium area covers all privately owned land within the Cleveland National Forest and outside the rural villages. The moratorium prohibits the County from processing applications for, or issuing or approving building permits, subdivision maps, other lot parcelizations, or any activity that could result in a change or alteration to the physical environment of the privately owned land in the specified areas. It is, however, still possible to obtain building permits for existing legal lots or for structures damaged by brush fires. The moratorium will remain in effect until the Board of Supervisors (BOS) certifies this EIR for the proposed General Plan Update.

County Islands CPA

The County Islands CPA is comprised of three non-contiguous, isolated areas interspersed within incorporated areas, with a combined total of approximately 500 acres. These separate areas are known as Lincoln Acres, Greenwood, and Mira Mesa. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, County Islands CPA was not represented by a Planning or Sponsor Group during the General Plan Update planning process. Each area is unique because of its small size and limited land uses. Primary uses in Lincoln Acres area are single family residential and a cemetery. Greenwood is entirely encompassed by a cemetery. Mira Mesa is comprised of Scripps Miramar Ranch, a predominantly equestrian-oriented use. All three islands are located within the SDCWA boundary and are primarily accessed by I-805.

Crest/Dehesa/Harbison Canyon/Granite Hills Subregion

The Crest/Dehesa/Harbison Canyon/Granite Hills Subregion (commonly referred to as Crest/Dehesa) is geographically diverse and includes approximately 20,200 acres. As suggested by its title, the Subregion is comprised of four separate and distinct communities: Crest, Dehesa, Harbison Canyon, and Granite Hills. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Crest/Dehesa Subregion was represented by the Crest/Dehesa/Harbison Canyon/Granite Hills Planning Group during the General Plan Update planning process. The City of El Cajon and the Valle de Oro CPA are located to the west, the Jamul/Dulzura CPA is located to the south, the Alpine CPA is located to the east, and the Lakeside CPA is located to the north. In addition, approximately 600 acres in the southeast portion of the Subregion are under the ownership of the Sycuan Indian Reservation. A very small percentage of the land within the Subregion is used for agricultural production because of the rugged, mountainous terrain. The Crest/Dehesa Subregion also has limited access to imported water, despite a majority of the area being located within the SDCWA boundary, because existing infrastructure is aging, and new infrastructure would be provided by land developers and is prohibitively expensive. The Sweetwater River traverses the southern portion of the Subregion. The following roads primarily serve the community: La Cresta Road, Dehesa Road, Harbison Canyon Road, and Greenfield Drive.

The historic town site of Crest is primarily single-family residential units with the majority of lots less than one acre in size. The Crest town center area is physically isolated from the more urbanized areas in the City of El Cajon located to the west. Harbison Canyon, located in the northern portion of Dehesa Valley, is a small residential community along an oak-lined mountain valley. The residential lots in Harbison Canyon are generally less than one acre in size. The community of Dehesa is a residential area that supports a limited amount of agricultural uses. Mountains rising up on all sides of the Dehesa community help keep development contained and separated from neighboring communities. In Dehesa, residential lots are primarily one acre or larger. The community of Granite Hills has a few agricultural uses; however, the area is currently in transition to more residential uses. In Granite Hills, residential lots are primarily less than one acre in size and the housing pattern is low to medium density single-family residential units. The predominant feature of the Granite Hills community is a suburban settlement pattern set against a background of chaparral-covered granite ridges.

Desert Subregion

The Desert Subregion covers approximately 598,700 acres, is the largest Subregion, and has the most open space land uses in the County. The Desert Subregion is bordered by Riverside County to the north, Imperial County to the east, the Mountain Empire and Central Mountain Subregions to the south, and the North Mountain and Central Mountain Subregions and the Julian CPA to the west.

The majority of the Desert Subregion is characterized by steep, isolated mountains and valleys, transitioning into vast flat plains and dry sandy washes that are typical of a desert environment. Approximately 190-acres are subject to the FCI, located in the northwest portion of the Subregion. Anza Borrego Desert State Park (ABDSP) is the largest land use in the Desert Subregion. Agricultural uses in the Desert Subregion generally occur in or near the northwestern Borrego Valley area and include the harvesting of citrus orchards, potato fields, and tree farms.

The community of Borrego Springs, located near the geographical center of the Subregion and within the boundaries of the ABDSP, is the primary residential and commercial area in the Subregion. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Desert Subregion was represented by the Borrego Springs Sponsor Group during the General Plan Update planning process. However, Shelter Valley and Ocotillo Wells also have some scattered development. The primary commercial areas in the Subregion are concentrated in the community of Borrego Springs along Palm Canyon Drive and Borrego Springs Road, located near Christmas Circle. In addition, Borrego Springs and ABDSP are major tourist destinations.

Access via air to the community of Borrego Springs is provided by the Borrego Valley Airport, while primary roads within the Desert Subregion include County Route (CR) S-3 linking to SR-78, which connects Borrego Springs to Julian and Ramona to the west and Brawley to the east. Aligned through the center of Borrego Springs, CR S-22 links to Salton City in Imperial County to the east and with SR-79, Warner Springs and Ramona to the west.

A number of residences in the Desert Subregion are second homes (e.g., vacation homes). As a result, there is a higher than normal vacancy rate. Additionally, the Subregion is relatively remote and removed from major residential and employment centers. The entire Desert Subregion is located outside the SDCWA boundary and is totally dependent on groundwater. Borrego Valley is located over a large, over-drafted aquifer. Much of the Subregion also utilizes on-site septic systems, except for a portion in Borrego Springs serviced by the Borrego Water District.

Today, Borrego Springs is essentially a community with a diverse but small-scale commercial area serving the desert region, low-density permanent and seasonal homes, and hotels and tourist resorts. The Borrego Springs town center is composed of low-rise commercial buildings, small shops and offices, giving it an attractive and unique desert town character. Christmas Circle marks the entrance into the village of Borrego Springs from the east and hosts many art shows and community events. The Borrego Springs town center caters to the over one million ABDSP visitors annually. Other residentially developed areas located within the Borrego Springs area include Indian Head, De Anza Country Club, Sun Gold, Ram's Hill Country Club, Borrego Country Club, Roadrunner Club, Deep Well, Old Borrego, Air Ranch, and Tub Canyon. The community caters to a large retirement community that enjoys the five golf courses situated in densely landscaped resorts.

Fallbrook CPA

The Fallbrook CPA covers approximately 36,100 acres in northern San Diego County. It is bordered by the Pendleton/De Luz CPA to the west; Riverside County to the north; the Rainbow CPA and Pala/Pauma Valley Subregion to the east; and the Bonsall and Valley Center CPAs to the south. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Fallbrook CPA was represented by the Fallbrook Planning Group during the General Plan Update planning process. Most of the Fallbrook CPA is characterized by rolling hills covered in citrus and avocado orchards, interspersed with some field crops. The topography becomes very steep along the northern and eastern boundaries of the planning area and creates a natural buffer that separates the Fallbrook CPA from neighboring communities. The Santa Margarita River crosses through the rugged terrain in the northern portion of the CPA, and the San Luis Rey River runs along the southern boundary shared with the Bonsall CPA.

A thriving and well-defined town center is located in the western portion of the planning area, near the Pendleton/De Luz CPA. In addition to providing services to local residents, it also serves the needs of Camp Pendleton military personnel and their families. The highest concentration of residential densities occurs within and around the town center and consists of small-lot multi-family and single-family residences.

The majority of parcels within the Fallbrook CPA have already subdivided to the extent permitted by the existing general plan. Predominant land uses consist of agriculture and low-density residential development on lots that average two acres. The majority of the Fallbrook CPA lies within the SDCWA boundary, but access to sewer is generally limited to the town center and properties within one to two miles southeast of this area.

A number of specific plans are nearing completion in the Fallbrook CPA. These include Peppertree Park, south of the town center; Sycamore Ranch, north of the San Luis Rey River; Pala Mesa, adjacent to the western edge of I-15; and Lake Rancho Viejo in the southeast corner of the planning area, east of I-15. An undeveloped area of approximately 500 acres that is designated as specific plan area is located at the northeast corner of the intersection of I-15 and SR-76.

I-15, SR-76, and Mission Road provide the major access routes to the area. The I-15 corridor physically divides the CPA in a north-south direction near the eastern boundary. Other major roads servicing local residents within the Fallbrook CPA include Old Highway 395, Gird Road, Reche Road, and Stage Coach Lane.

Jamul/Dulzura Subregion

The Jamul/Dulzura Subregion is located adjacent to U.S./Mexico international border; east of the Valle de Oro CPA; south of the Crest/Dehesa CPA; and west of the Mountain Empire Subregion. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Jamul/Dulzura Subregion was represented by the Jamul/Dulzura Planning Group during the General Plan Update planning process. The Subregion encompasses approximately 109,700 acres that are generally characterized by rolling hills with flat, broad valleys and contains several small rural or semi-rural neighborhoods including Jamul, Steel Canyon, Dulzura and Barrett Junction. The Subregion is very rural in character as there is no sewer system and imported water is only available in the northwestern portion of the area. With the exception of the San Miguel Mountains located along the western edge of the Subregion, the terrain

becomes steeper and hills become rockier to the east. There are several bodies of water located within this Subregion including Barrett Lake, which is located in the eastern portion of the Subregion. In addition, there are small 100-year floodplains in the eastern portion along Cottonwood Creek running south of Barrett Lake and along Jamul Creek in the southwestern area. Approximately 1,400 acres in the northeastern portion of the Subregion near the Barrett Lake are subject to the FCI.

Campo Road (SR-94) is the main circulation route that bisects the Subregion in a northwest to southeast direction. The smaller community of Dulzura is located along SR-94 in the southeastern portion of the planning area. Residential development is dispersed throughout the northern and central portions of the Subregion, but the majority of residential uses are located in the western portion of the Subregion within the SDCWA boundary. Commercial development is generally confined to the community of Jamul, with the exception of small, dispersed sites along SR-94. Barrett Junction provides the only truck rest stop between Tecate, Mexico, and the rest of the Jamul area. Agricultural uses in small, scattered areas include dry land farming, grazing, and some row crop activities.

The Jamul Indian Village occupies approximately six acres south of Jamul to the west of SR-94 and has filed a Fee-to-Trust application for an additional 101 acres to the west and north of this area. The tribe plans to construct a two-story casino building (approximately 205,000 square feet) on their six-acre parcel and a seven-story parking garage and 300-room hotel on the adjacent Fee-to-Trust land.

Julian CPA

The Julian CPA encompasses approximately 33,300 acres and covers the historic downtown area of Julian and the communities of Wynola, Pine Hills, Whispering Pines, Kentwood-in-the-Pines, and Harrison Park. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Julian CPA was represented by the Julian Planning Group during the General Plan Update planning process. The Julian Historic District serves as the main tourist attraction for the area and is characterized by the preserved architectural authenticity of the area's early years of settlement. There is a great variety of residential types/uses within the Historic District. There are single-family residences, residences with part of the house being used for a commercial venture, apartments, bed and breakfast inns, and a mobile home area. This diversity of uses makes the Julian Town Center area more interesting and vibrant for residents and visitors.

Outside the town center area, residential uses are primarily low density with parcels ranging from one to ten acres, and there are large ranches used for grazing and smaller ranches used to produce apples, peaches, or pears, which often go towards the local tourism. Although Julian has a small sewer district and a few water districts, it is beyond the SDCWA service boundary and is therefore dependent on groundwater.

Volcan Mountain, located in the northeast corner of the CPA, rises 1,000 feet above the town of Julian. The base of the mountain is bordered by Banner Creek, which flows southeasterly into Banner Canyon. William Heise County Park, with almost 1,000 acres of mountainous terrain, provides a wilderness experience to residents of the entire region. Other regional facilities include a small County picnic area located adjacent to the Julian Museum and the Inaja day use picnic area located on U.S Forest Service property in the northwest corner of the Julian CPA.

Cleveland National Forest is located in the southern portion of the CPA. Approximately 9,700 acres are subject to the FCI.

Julian is bisected by SR-78, which runs along Banner Creek at the base of Volcan Mountain and traverses the CPA in an east-west direction. SR-78 is the principal travel route to Borrego Springs from metropolitan San Diego and connects with SR-79 in Julian. The North Mountain Subregion bounds the Julian CPA to the north; the Desert Subregion is located to the east; and the Central Mountain Subregion is located to the south.

Lakeside CPA

The Lakeside CPA covers approximately 46,000 acres of land in the western foothills of the Cuyamaca Mountains. The CPA is bounded by the City of El Cajon to the southwest, the Crest/Dehesa CPA to the southeast, the cities of Santee and San Diego to the west, the Ramona CPA to the northeast, the City of Poway to the northwest, and the Central Mountain Subregion and Alpine CPA to the east. I-8, SR-67, and Old Highway 80 provide the major access routes to the area. Other major roads servicing local residents within the community include Woodside Avenue, Los Coches Road, Lake Jennings Park Road, and Wildcat Canyon Road. In addition, the majority of the CPA is located within the SDCWA service area. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Lakeside CPA was represented by the Lakeside Planning Group during the General Plan Update planning process.

The northern portion of the CPA is largely undeveloped, characterized by parkland and low density residential development on lots ranging from four to 20 acres or larger. A limited amount of small-scale farming exists in the CPA and many homes in the residential areas of Lakeside have small horse corrals to accommodate an equestrian lifestyle. Agricultural uses are found in the more remote areas along the San Diego River, along the border with Crest/Dehesa, and in Blossom Valley.

The town center of Lakeside is located off SR-67 along Woodside Avenue and Maine Avenue, south of the San Diego River. This portion of the CPA is characterized by a concentrated core of commercial land uses, surrounded by small lot (less than one acre) single-family and multi-family residential development. Individual residential neighborhoods in the CPA include Blossom Valley, Moreno Valley, Eucalyptus Hills, Flinn Springs and Pepper Drive/Bostonia.

Blossom Valley is a distinct neighborhood in the southeastern portion of the CPA, located east of the town center and adjacent to Lake Jennings and I-8. The area is dominated by low density residential uses on lots primarily ranging from two to four acres. There are also some interspersed agricultural uses on larger lots, ranging from four to 20 acres. The lands surrounding this area are primarily undeveloped, whether they are privately owned or public parkland.

Moreno Valley is located along Moreno Avenue, east of SR-67 and south of the San Vicente Reservoir. This area is defined by very steep slopes on the east and a large portion of this valley is within the reservoir's dam inundation area. Predominant uses in Moreno Valley consist of residential lots, averaging from one to two acres, and agriculture. The northern portions of both Moreno Valley and Eucalyptus Hills were burned during the Cedar Fire of 2003.

Eucalyptus Hills is located to the north of the town center, along SR-67, in the western portion of the CPA. The area is dominated by single-family residential uses on lots averaging one to two acres in size. Agricultural uses, parks, and undeveloped land, mainly located around the periphery of the neighborhood, also share the area.

Flinn Springs lies south of Blossom Valley along Old Highway 80. This neighborhood is a mixture of single-family residences, commercial uses, an industrial park, and a County park. Much of the area is located between I-8 and Highway 80.

The Pepper Drive/Bostonia area is currently a separate and unrepresented area but would become part of the Lakeside CPA upon the adoption of the General Plan Update. It is located south of the Lakeside town center, east of the City of Santee, and north of the City of El Cajon. Pepper Drive/Bostonia is characterized by a mix of multi-family and single-family residences interspersed with commercial and industrial land uses. Parcel sizes in this area are primarily less than one acre.

The Lakeside CPA has a number of specific plans, most of which have been constructed. The community also contains the Upper San Diego River Improvement Project (USD RIP), a redevelopment district along the San Diego River that mainly consists of industrial uses with a small number of single-family residences and conserved land.

The Lakeside CPA contains more industrial land uses than any other CPA. These uses are primarily located in three distinct areas. This first area is located in the northern portion of the CPA off SR-67, just southwest of the San Vicente Reservoir. The second area is located in the USD RIP area. The third area of concentrated industrial uses is located west of SR-67 along the western boundary of the Pepper Drive/Bostonia area. There are other scattered locations of industrial uses along Old Highway 80 in the southern portion of the CPA.

The most distinguishing geographic features within the Lakeside CPA include the San Vicente Reservoir in the north, Lake Jennings in the center, and the San Diego River traversing the CPA from east to west. The river floodplain extends from the center of the CPA in three directions, to the east, west, and north. The topography is very steep on either side of the river floodplain, as well as in a majority of the northern portion of the CPA and around the San Vicente Reservoir. Relatively flat areas are found in Blossom Valley and in the southwest portion of the CPA. In the highly urbanized southwestern area, there is an area with steep topography and significant biological value, known as the Lakeside Archipelago. It provides an important wildlife corridor connecting conservation areas in the Crest community with preserved lands north of the San Diego River.

The Barona Indian Reservation located to the north of the Lakeside CPA has a significant effect on land use and community character. The reservation has built a large casino, hotel, and golf course. The resulting demand for water has depleted reserves in aquifers shared with local residents. The primary access route to the reservation is from Wildcat Canyon Road.

Mountain Empire Subregion

The Mountain Empire Subregion is the third largest planning area in the unincorporated County, covering approximately 303,900 acres. This Subregion is bounded by Mexico to the south, Imperial County to the east, the Jamul/Dulzura CPA to the west, the Alpine CPA to the northwest, and the Central Mountain and Desert Subregions to the north. It extends along I-8

from south of Buckman Springs to the Imperial County line and along SR-94 east of Barrett Junction. Approximately 27,000 acres within this Subregion are under tribal ownership by the Campo, Cuyapaipe, La Posta, and Manzanita Indian Tribes. The northern portions of the Subregion consist primarily of Anza Borrego Desert State Park, agricultural preserves, and other public lands. The Subregion is located outside the SDCWA service area boundary; therefore, it is entirely dependent upon groundwater. Farming operations, such as dry-land farming and grazing are scattered throughout the Subregion, especially in the areas of central Potrero, Lake Morena/Campo, and Jacumba. However, due to the limited groundwater supply and arid climate, agriculture is not a prominent use.

There are five small communities within the Subregion with established commercial uses: Potrero, Lake Morena/ Campo, Boulevard, Jacumba, and Cameron Corners. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Mountain Empire Subregion was represented by the Boulevard, Campo/Lake Morena, and Potrero Planning Groups and the Jacumba and Tecate Sponsor Groups during the General Plan Update planning process. The remaining area not included in one of these communities is sparsely populated and includes few privately owned parcels. Each community has its own unique identity; however, they have similar natural characteristics such as topography, water resources, and the environment. Aside from the vast amounts of undeveloped land and parkland, rural residential development is the primary land use in the Subregion. Within the established town center areas, parcel sizes are generally less than one acre. However, the size of parcels surrounding the town center generally ranges from four to 20 acres, with lots larger than 20 acres on the periphery of the community areas. The town center areas also serve as the primary locations for any commercial and/or industrial uses found within the Subregion.

Much of the western portion of the Subregion consists of relatively low hills and valleys. Native groundcover in this western area consists primarily of different forms of chaparral with riparian oak woodlands along the creeks. Also located in this western portion of the Subregion is the Morena Reservoir, which provides aesthetic and recreational opportunities for the community. Highly constrained rough topography is scattered throughout the Subregion, however there are particularly steep areas in the western and eastern portions. Steep slopes also separate the western high valley area from the northeastern desert area, much of which is located within the Anza Borrego Desert State Park, leaving less than one-third of the Subregion in private ownership. The only area with any significant floodplain constraints is in the Potrero area.

A major regional facility found adjacent to the Subregion is the U.S./Mexico international border crossing at Tecate, Mexico. Tecate, Mexico has a population of over 125,000 and local Mexican officials forecast substantial growth in the future. The North American Free Trade Agreement (NAFTA) has been a major impetus for the expansion of Tecate's economic sector, resulting in an increased demand for goods and services on the U.S. side of the border. Currently, this border crossing generates traffic associated with both commuters and commercial trucking. Tecate, Mexico's large population, expanding industrial sector, and regional role as a trade center has created substantial demand for economic development on the U.S. side of the border crossing.

North County Metropolitan Subregion

The North County Metropolitan Subregion (also referred to as North County Metro or NC Metro) is located along the I-15 and SR-78 corridors and is approximately 56,200 acres in size. I-15, SR-78, Deer Springs Road, Twin Oaks Valley Road, Champagne Boulevard, and Mountain

Meadow Road provide primary access to the Subregion. In addition, a SPINTER light rail station is located within the Subregion near the SR-78 southwest of the Twin Oaks community. With the exception of approximately 25,000 acres just east of Escondido, the majority of the Subregion is located within the SDCWA boundary. The Subregion is bordered by the unincorporated CPAs of Bonsall to the north, Valley Center to the north and east, Pala Pauma and North Mountain to the far east, and Ramona and San Dieguito to the south.

North County Metro includes the communities of Hidden Meadows and Twin Oaks, along with a series of islands (unincorporated territories), interspersed among the cities of Escondido, San Marcos, Vista, Oceanside, and San Diego. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, North County Metro Subregion was represented by the Hidden Meadows and Twin Oaks Valley Sponsor Groups during the General Plan Update planning process. Despite North County Metro's proximity to incorporated cities and major transportation routes, rugged terrain and sensitive biological resources make many areas unsuitable for urbanization. The geography of the Subregion is diverse and characterized by a mixture of steep, rugged terrain, rolling hills and valleys, and level farmland. The eastern portion of the Subregion, located near Lake Wohlford between the Valley Center and Ramona CPAs, contains mostly undeveloped land with slopes greater than 50 percent and sensitive biological resources. There are also notable slopes along the I-15 corridor between the Twin Oaks and Hidden Meadows communities. Floodplains are found in the southern portion of the Twin Oaks community near San Marcos Creek and the central portion of the Hidden Meadows community near Escondido Creek.

Development pressure from the urbanized areas has resulted in a residential development pattern throughout much of the Subregion consisting of some low density development with large lots ranging from one to ten acres, and other areas of higher density single-family residences on lots smaller than one acre. While topographically constrained areas remain largely undeveloped in the Twin Oaks and Hidden Meadows communities, both areas contain single-family residential uses on lots ranging from less than one acre to ten acres. Unincorporated island areas interspersed throughout the cities are also predominately single-family residential in nature, but tend to have more multi-family uses. The Subregion does not have significant amounts of commercial and industrial uses because these uses are generally found within the neighboring cities.

Commercial agriculture is an important industry in the North County Metro Subregion. Agricultural activity in the Subregion includes notable amounts of citrus and subtropical plants and nursery production. Intensive agriculture is found in both the Twin Oaks Valley and Harmony Grove areas. A significant portion of land in the Harmony Grove area is currently used for livestock operations including a large egg ranch and dairy farm. Horse-keeping and other types of smaller-scale animal husbandry are important activities that characterize portions of the Subregion.

North Mountain Subregion

The North Mountain Subregion, comprising approximately 311,800 acres, is the second largest planning area in the unincorporated County. The Subregion is bounded by Riverside County to the north, the Desert Subregion to the east, the Pala/Pauma Valley Subregion and NC Metro Subregion to the west, the Ramona CPA to the southwest, the Central Mountain Subregion to the south, and the Julian CPA to the southeast. The area is primarily accessed via SR-76, SR-78, SR-79, San Felipe Road, and South & East Grade Road. The Subregion is located east of

the SDCWA service area boundary and is therefore dependent on groundwater and septic systems. As much as one-quarter of the land in the Subregion is in public or semi-public ownership, and there is also a substantial amount of land (approximately 48,900 acres) under the Pauma, Yuima, Los Coyotes, Mesa Grande, or Santa Ysabel Indian Reservations. The FCI applies to approximately 27,900 acres primarily located in the western portion of the planning area.

Established commercial areas in this Subregion include the small community of Warner Springs (currently the only specific plan area within the Subregion) and the commercial area at the Santa Ysabel intersection. Other distinctive neighborhoods include Ranchita, Palomar Mountain, Mesa Grande, San Felipe, and Oak Grove. Each has a very small, isolated area of rural commercial uses to serve the needs of local residents. Because of the isolated, rural character of the area, further commercial and industrial development is not anticipated. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, North Mountain Subregion was not represented by a Planning or Sponsor Group during the General Plan Update planning process.

The North Mountain Subregion is characterized by vast open expanses of undeveloped land and scattered low density residential development. Except for the valley basin to the east of Lake Henshaw, most of the Subregion is highly constrained with steep slopes of 25 percent or more. In addition, most of the Subregion has high biological value and resource sensitivity. One important biological amenity is the San Luis Rey River. The area of Warner Springs has the most identifiable concentration of single-family residential land uses. Much of the Subregion is used for grazing since other agricultural uses are limited by lack of imported water and poor soils. Agricultural uses that are present are primarily concentrated in the area between Lake Henshaw and Warner Springs, in and around Mesa Grande, Santa Ysabel, and Ranchita and in the southeastern corner of the Subregion.

One significant regional facility located within the Subregion is the Palomar Mountain Observatory. The Observatory is owned and operated by Caltech, a privately endowed educational and research institution located in Pasadena, California, and is used to support Caltech's scientific research programs.

Otay Subregion

The Otay Subregion encompasses approximately 28,400 acres in the southwestern corner of the unincorporated area of San Diego County. It is bordered on the west by the cities of Chula Vista and San Diego, on the north and east by the unincorporated community of Jamul/Dulzura, and on the south by the international border with Mexico. The Otay Subregion is characterized by rolling hills, vast open mesas, numerous river valleys and canyons, and a series of mountain ranges, with steep, rugged terrain. The most distinguishing geographic features of this planning area include the Upper and Lower Otay Reservoirs, Otay Mountain, and the Jamul and San Ysidro Mountain ranges. SR-125 and Otay Lakes Road provide primary access to the Subregion.

The majority of the land within the Subregion is either within a specific plan or has public/semi-public uses. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Otay Subregion was not represented by a Planning or Sponsor Group during the General Plan Update planning process. The northwestern portion of the Otay Subregion, which abuts the City of Chula Vista, is primarily occupied by the approximately 23,000-acre Otay

Ranch property. The City of San Diego owns the 2,900-acre area surrounding and including Otay Lakes. The East Otay Mesa Specific Plan primarily occupies the southwestern portion of the Otay Subregion, which abuts the City of San Diego and the U.S./Mexico international border, and consists primarily of industrial uses. The East Otay Mesa Specific Plan, encompassing approximately 3,300 acres, is in the initial stages of implementation and is one of the only portions of the Subregion within the SDCWA service area boundary. Other land holdings in the community include the County's George F. Bailey Detention Facility, the Richard J. Donovan Correctional Facility, East Mesa Juvenile Detention Facility, the Otay Landfill, auto salvage yards, and agricultural land. The BLM is responsible for the administration of 650 acres in the Otay Subregion which are mostly undeveloped.

Pala/Pauma Valley Subregion

The Pala/Pauma Valley Subregion, located in northern San Diego County, is approximately 73,700 acres and is comprised of the small rural communities of Pala, Pauma Valley, and Rincon Springs. The Subregion is bordered by Riverside County to the north, the Rainbow, Fallbrook, and Bonsall CPAs to the west, the Valley Center CPA and the NC Metro Subregion to the south, and the North Mountain Subregion to the east. SR-76 (Pala Road) bisects the planning area, and is one of the primary east-west transportation routes for northern San Diego County. Other key roads in the Subregion include Cole Grade Road, Lilac Road, and Pala-Temecula Road. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Pala/Pauma Valley Subregion was represented by the Pala/Pauma Valley Sponsor Group during the General Plan Update planning process.

The majority of the Pala/Pauma Valley Subregion is located outside of the SDCWA service area boundary. Those areas located within the SDCWA include the western areas adjoining the Rainbow and Fallbrook CPAs and portions in the north adjoining the Riverside County line. The Yuima Municipal Water District also provides water service to a small area located within Pauma Valley. Public sewer is primarily restricted to the existing town center area within the Pauma Valley Country Club. The remainder of the Subregion relies on groundwater wells and above-ground septic systems. Approximately 20,900 acres within this Subregion are under the tribal ownership of the Pala, Pauma, Yuima, Rincon, and La Jolla Indian Tribes. Several of these reservations include large casino and resort developments, including the Pala, La Jolla, and Rincon Reservations.

Due to its relatively remote location and rugged topography, much of the Subregion is undeveloped, designated parkland, or used in agricultural production. Agricultural uses are concentrated along the valley floor, located adjacent to single-family residential development on lots ranging from four to eight acres on parcels that are 20 acres and larger. There are small, isolated areas of single-family and multi-family residential development on lots two acres or less along the Subregion's western border with the Valley Center CPA. Commercial development is concentrated within the existing town center area boundaries. However, there is some scattered commercial development in Rincon Springs located east of the town center area.

Unique topographic and biological features also characterize the Subregion. Although the valley in the central portion of the planning area is relatively flat, it is bounded on all sides by highly constrained steep slopes. The San Luis Rey River provides a corridor for a wide variety of natural habitats and their associated wildlife species as it traverses through central Pauma Valley. Sensitive floodplains traverse the Subregion through the northwest and central valley, with another small area within the Rancho Guejito area. In addition, agriculture continues to

play an important role in defining the planning area's rural character and the local economy. Typical agricultural land uses include citrus, orange and avocado groves, and large commercial nurseries. Rancho Guejito (approximately 23,000 acres) was established during the Spanish Land Grant period and defines the planning area's southern and eastern boundary. It is the largest parcel remaining under single ownership in the County and has significant biological value in the region. This unique property is a critical component of the proposed North County MSCP preserve areas.

Pendleton/De Luz CPA

The Pendleton/De Luz CPA is located in the northwestern corner of the County and is bordered by the Counties of Orange and Riverside to the north, the City of Oceanside to the south, the Fallbrook CPA to the east, and the Pacific Ocean to the west. The planning area is approximately 163,300 acres in size and is primarily served by I-5, De Luz Road, and Fallbrook Road. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Pendleton/De Luz CPA was not represented by a Planning or Sponsor Group during the General Plan Update planning process. Steep, rugged terrain and a large military base encompass over 75 percent of the CPA. Parkland is another important component of the Pendleton/De Luz planning area. A portion of Cleveland National Forest accounts for 1,500 acres of the CPA, and the privately owned lands within the Cleveland National Forest are subject to the requirements of the FCI. The majority of the planning area lies within the boundary of the SDCWA. The predominant land use is agriculture, including orchards, field crops, and greenhouses. Multi-family residences are located on the military base. The remainder of the CPA consists of large, sparsely populated lots that are remote from public services.

Rainbow CPA

The Rainbow CPA covers approximately 9,700 acres and is located in northern San Diego County, south of the City of Temecula in Riverside County, east of the Fallbrook CPA, and west and north of the Pala/Pauma Valley Subregion. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Rainbow CPA was represented by the Rainbow Planning Group during the General Plan Update planning process. It is divided into two geographical areas, the Rainbow Valley, and the outlying foothills and mountain areas. I-15 bisects the Rainbow CPA, with the majority of the planning area located to the east of the freeway. The eastern area is mainly served by Rainbow Valley Boulevard, while Rainbow Glen Road serves the western area. Rainbow also has an established town center area and the entire CPA is located within the SDCWA service area boundary. The planning area is also home to the weigh station for the County border crossing, a significant regional facility. Parcel sizes range from eight to 20 acres or more in areas west of I-15, along the eastern border, and in the northeast corner of the CPA. In the established town center area, parcel sizes mainly range from one to eight acres.

The Rainbow CPA is rural in character, and contains numerous natural resources, such as Engleman Oaks, coastal sage scrub, and numerous rock outcroppings. Other significant environmental features include Gomez Creek in the east, Sandia Creek in the west, and Rainbow Creek in the north. The areas surrounding the Rainbow Valley are very steep, rocky, and characterized by low-density single-family residential development. Agriculture plays an important role in both the local economy and in the larger economy of the San Diego region.

Approximately 36 percent of the acreage within the CPA is used for agricultural activities, including growth of avocado, citrus, nut crops, and commercial nurseries.

Ramona CPA

The Ramona CPA covers approximately 89,300 acres in the center of the San Diego region and is one of the most populous CPAs, with a well-established town center area and residential development. Two distinctive communities in Ramona are Fernbrook, located in the southern portion of the planning area, and San Diego Country Estates, located in the eastern portion of the CPA. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Ramona CPA was represented by the Ramona Planning Group during the General Plan Update planning process. The CPA is bounded by the City of San Diego, the North County Metro Subregion and the North Mountain Subregion to the north, the Central Mountain Subregion to the east and southeast, the Lakeside CPA to the south, and the City of Poway to the southeast. The area is primarily accessed via SR-67 (Main Street/Julian Road), SR-78 (San Pasqual Valley Road), San Vicente Road, and Highland Valley Road. The westerly two-thirds of the CPA are located within the SDCWA boundary. In addition, 1,708 acres are subject to the FCI and are primarily located in the southeastern corner of CPA.

Ramona's town center area and its surrounding residential land uses have an equestrian character. Land uses radiate out from the center of town in what can be described as concentric rings. The center of the town is characterized by its concentrated commercial land uses along Main Street, as well as single-family residential development on lots often less than one to two acres in size. This area is surrounded by low density residential development on lots between one and two acres, which in turn is surrounded primarily by agricultural uses, undeveloped land, or interspersed low density residential development. The San Diego Country Estates area and the Fernbrook area are the only other areas of concentrated single-family residential uses on lots less than one acre. Most of the remaining area includes lots greater than four acres, with a majority being greater than 20 acres.

Topographically, the Ramona CPA is characterized by a large central valley surrounded by foothills and rugged mountains. Development of the southern and eastern portions of the planning area is constrained due to steep slopes. Outside of the developed Town Center area, most of the planning area has significant biological sensitivity. Among the many natural resources in the CPA are the Sutherland Reservoir, San Vicente Creek, Santa Maria Creek, and a small portion of San Vicente Reservoir.

A particularly notable area of biological sensitivity is the Ramona Grasslands in the northwestern portion of the CPA. The Ramona Grasslands cover an area of approximately 4,000 acres and represent some of the last remaining native grassland in San Diego County. Surrounding and included within these grasslands are a variety of rare habitat types, including vernal pools, Diegan coastal sage scrub, and oak woodland, as well as riparian forests. These habitats also support a number of federally and State-listed species. The Ramona Grasslands are a prized resource in the community, both for their biological richness and aesthetic value.

San Dieguito CPA

The San Dieguito CPA covers approximately 30,000 acres and is primarily made up of rolling hills and low-density estate development. The CPA itself is an island of unincorporated territory bounded by the City of San Diego to the south and west, the City of Escondido to the northeast,

the City of San Marcos to the north, the City of Carlsbad to the northwest, and the Cities of Encinitas, Solana Beach, and Del Mar to the west. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, San Dieguito CPA was represented by the San Dieguito Planning Group during the General Plan Update planning process. Primary access is provided via I-15, I-5, Del Dios Highway, Via de La Valle, Linea Del Cielo, El Camino Del Norte, and Rancho Bernardo Road. The largest of these is the 4S Ranch area. The entire CPA is located within the SDCWA boundary, and has access to both water and sewer services.

The San Dieguito CPA has a very distinctive town center with concentrated commercial uses known as the Rancho Santa Fe Village (also referred to as “the Village”). This area is a historic commercial and residential district located in the heart of the community of Rancho Santa Fe. It is widely known for its pedestrian scale and attractive Spanish style buildings. The village and the surrounding rural residential area are also subject to a covenant restricting architectural design and minimum lot size. Per this covenant, residential lots are required to be a minimum of 2.0 to 2.86 acres in size and the architectural design of homes and businesses is strictly regulated. The Rancho Santa Fe Association is the body responsible for establishing and enforcing these planning and design standards for the covenant area. The historic village of Rancho Santa Fe and surrounding estate properties, along with Fairbanks Ranch, make up the majority of the southwestern portion of the CPA.

There are also a number of other unique established neighborhoods within the San Dieguito CPA. Among these are Del Dios, Elfin Forest, Fairbanks Ranch, and El Apajo. Elfin Forest and Del Dios are rural communities in the northern portion of the planning area and are characterized, in part, by steep slopes and dark night sky. Fairbanks Ranch and El Apajo are established specific plans in the southern portion of the CPA.

The San Dieguito CPA also has a significant amount of land currently undergoing development. The three most prominent of areas of development are the Rancho Cielo, Santa Fe Valley, and 4S Ranch Specific Plans. The Rancho Cielo Specific Plan, located north of Del Dios Highway, is a planned development that was approved for 774 residential units on approximately 2,800 acres of land at an overall density of 0.27 units per acre. The Santa Fe Valley Specific Plan, located south of Del Dios Highway, was approved in 1995 and proposes a maximum of 1,200 dwelling units (du) and associated community and commercial facilities. The overall density of the approved plan is 0.38 units per acre on a total of 3,160 acres. The 4S Ranch Specific Plan, in the eastern portion of the CPA, is one of the largest specific plans in the unincorporated County and is a phased project. The entire 4S Ranch property covers approximately 3,600 acres. The project consists of seven single-family and multi-family residential neighborhoods. The 4S Ranch Specific Plan also includes limited commercial and industrial components and over 1,600 acres of permanent open space.

Within the San Dieguito CPA there are many agricultural uses such as orchards and row crops. Most of the remaining agricultural areas are in the eastern portion of the planning area in the undeveloped areas of the specific plans. However, many of the estate areas in the western portion of the planning area have secondary uses such as orchards or horse keeping. Significant geographic features and biological resources in the planning area include Escondido Creek, Lusardi Creek, La Orilla Creek, and the San Dieguito River. Lake Hodges is located just outside the eastern boundary of the planning area.

Spring Valley CPA

Spring Valley encompasses approximately 7,500 acres within the SDCWA boundary, and is approaching its build-out capacity. The CPA is bounded by the Valle De Oro CPA to the north and east; the Sweetwater CPA to the south; the City of San Diego to the southwest; and the cities of Lemon Grove and La Mesa to the northwest. The area is primarily accessed via SR-94 (Campo Road), Sweetwater Road, Jamacha Boulevard, Broadway, and Bancroft Drive. Access to Spring Valley has been improved by the SR-125 extension toll road. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Spring Valley CPA was represented by the Spring Valley Planning Group during the General Plan Update planning process.

Spring Valley is a well-established suburban CPA of lots primarily less than one acre. Particularly small lots are found in an area known as Dictionary Hill, which is one of the older communities within the San Diego region. The primary use within the CPA is single-family residential development; however, the area also has a substantial amount of multi-family and mobile home facilities. The construction types for these residential uses range from affordable, older apartment buildings to luxury subdivisions and custom homes. Other than the few in-fill lots still available, the only major area remaining for development is the Pointe Specific Plan, in the eastern portion of the CPA, which includes 845 new residences. Commercial uses are generally located along major thoroughfares, not within one centralized community center. There are also pockets of light industry scattered in four different locations within the CPA.

The Spring Valley CPA is mostly flat other than a steeper portion of up to 50 percent slopes in the area's center and eastern edge. The Sweetwater Reservoir is the southern border of the CPA and is one of the few remaining areas of open space within the community. Due to the highly developed nature of the CPA, very little sensitive biological resources remain. However, the uses do affect neighboring sensitive resources, such as the Sweetwater River.

Sweetwater CPA

The Sweetwater CPA encompasses over 7,600 acres and is located within the SDCWA boundary. Access to public facilities such as water and sewer is available, including full access to water and partial access to sewer through the Spring Valley Sanitation District. However, a large portion of the CPA relies on septic. The CPA is bounded by the Spring Valley and Valle de Oro CPAs to the north; the Jamul/Dulzura CPA to the east; the City of Chula Vista to the south and west; and the City of San Diego and National City to the west and northwest. The area is primarily accessed via SR-54, I-805, Bonita Road, Sweetwater Road, San Miguel Road, and Proctor Valley Road. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Sweetwater CPA was represented by the Sweetwater Planning Group during the General Plan Update planning process.

The majority of the western half of Sweetwater is developed with single-family residences located on parcels less than one acre. Defined communities within the CPA include Bonita, Sunnyside, and Proctor Valley. There are very few commercial uses within the CPA because residents generally utilize facilities under the jurisdiction of the neighboring incorporated cities.

The eastern portion of the CPA, which represents over half of the planning area, is still largely undeveloped due to the sensitive nature of both the Gobblers Knob and Mother Miguel Mountain areas. Mother Miguel Mountain is within a nature preserve. These areas are also the only areas with any relatively steep topography within the CPA. Other biologically sensitive

areas include the Sweetwater River and its associated floodplain as it traverses through the center of the planning area in an east-westerly direction. Much of the Sweetwater River floodplain is preserved for County parkland, although the Sweetwater Reservoir (along the CPA's northern border) is not open for public use.

Valle de Oro CPA

Valle de Oro is an established suburban CPA of approximately 13,100 acres located in the southwestern portion of the County. The entire CPA is within the SDCWA boundary. It is bounded by the cities of La Mesa and El Cajon to the north; the Crest/Dehesa CPA to the north and east; the Jamul/Dulzura CPA to the east and south; the Sweetwater CPA to the south; and the Spring Valley CPA and the City of La Mesa to the west. Primary access to the community is via SR-94 (Campo Road), Avocado Boulevard, Fury Lane, Fuerte Drive, Willow Glen Drive, and Jamacha Road. As described in Section 1.12.2.3, Coordination with Regional Advisory Committees, Valle de Oro CPA was represented by the Valle de Oro Planning Group during the General Plan Update planning process.

The vast majority of Valle de Oro is within a specific plan, preserved, or built-out with mostly single-family residential development or open space parks. Commercial uses are primarily focused along SR-94 in the center of the CPA. Large areas of extractive industrial uses are located in the east, along Willow Glen Road, and in the center, along Jamacha Road. The CPA also contains several distinct neighborhoods. The Mount Helix/Casa de Oro neighborhood generally consists of commercial and high-density residential along Campo Road and lower density housing to the north up the slopes of Mount Helix. To the east, the area gradually becomes more rural and agricultural. The Vista Grande Hills neighborhood is located in the northeastern section of the CPA. This area has suburban and semi-rural development, and becomes gradually more rural, agricultural, and estate oriented. Rancho San Diego is in the southeastern portion of the CPA. This neighborhood has been developed with large-scale, residential and commercial developments interspersed with large areas of green-belt and biological open space for wildlife preservation. This preservation primarily takes the form of a 1,800-acre National Wildlife Refuge.

Although the majority of the CPA is relatively flat, there is rugged terrain in the eastern and southern portions, primarily below the Sweetwater River. There is also a very steep area in the western portion of the plan area, known as Mount Helix. In addition, the Sweetwater River and its associated floodplain sensitive biological resources traverse Valle de Oro from the northeast to the southwest.

Valley Center CPA

Valley Center is comprised of approximately 55,200 acres located in northern San Diego County. The CPA boundaries are contiguous to the Fallbrook CPA in the northwest; the Pala/Pauma Valley Subregion to the north and east; the Bonsall CPA to the west; and the North County Metropolitan Subregion to the south. The planning area is accessible from the south via Valley Center Road, which also serves as the main connection between the City of Escondido and Valley Center. SR-76 and Cole Grade Road provide access to the northeastern areas of the CPA. Circle R Drive and Old Castle Road provide access to the western areas of the planning area and serve as important transportation links to I-15. The entire planning area is located within the SDCWA boundary with the exception of a small isolated area located in southern Paradise Mountain. As described in Section 1.12.2.3, Coordination with Regional

Advisory Committees, Valley Center CPA was represented by the Valley Center Planning Group during the General Plan Update planning process.

The CPA is comprised of several distinct geographic areas that include the Central Basin area; the Lilac area, located east of I-15; the Old Castle/Castle Creek area, located east of I-15; and the Hellhole Canyon/Paradise Mountain area, located in the southeastern corner of the planning area. Approximately 2,900 acres are under the tribal ownership of the Rincon Reservation in the east and the San Pasqual Reservation in the south. The Pala Reservation abuts the northern CPA boundary located north of the Weaver Mountain.

Valley Center's residential development pattern consists primarily of low density residential lots located on parcels that are two acres or larger that are dispersed around the northern and southern town center areas. There are two mobile home park developments within the CPA: the Skyline Ranch Country Club and Lake Hideaway. Currently there are two developed specific plans in Valley Center: Castle Creek Country Club and Woods Valley Ranch. Commercial land uses are primarily concentrated within the northern and southern town center areas located at the intersections of Valley Center Road and Cole Grade Road; and Valley Center Road and Woods Valley Road respectively. There are a few scattered commercial businesses located outside of the town centers. Industrial land uses are concentrated in the northern town center area, located south of Valley Center Road.

Unique topographic features that include numerous valleys and ridgelines, hillsides with granite boulder outcroppings and stands of live oak and Engleman oak characterize Valley Center. Gentle rolling hillsides eventually give way to steep, rugged terrain, especially in the outlying areas. Moosa Canyon Creek and its corresponding floodplain traverse the CPA in the southeast, while Keys Creek and its floodplain bisect the northwestern and central portion of the plan area. Although outside the CPA, the San Luis Rey River contributes to the sensitive nature of the plan area along its northern boundary. Other areas of high biological and species sensitivity area scattered throughout the CPA, especially in the area known as Hellhole Canyon/Paradise Mountain.

Agriculture within this CPA is an important component to the local and regional economy. Local agricultural crops include avocados, citrus, persimmons and specialty ornamental crops such as cut flowers and nursery plants. Agricultural operations are concentrated in the northern and western portions of the plan area, however agricultural uses are also found throughout the CPA.

2.9.1.3 *Spheres of Influence*

A Sphere of Influence (SOI) is a planning tool adopted and used by Local Agency Formation Commission (LAFCO) to designate the probable physical future boundaries and service areas for a city or special district. It is intended to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. Territory must first be located within a city's or district's SOI in order to be annexed. SOI are required to be updated every five years; however, they may also be periodically amended.

Spheres within San Diego County

Eighteen communities within the unincorporated County are affected by SOI from eleven of the surrounding jurisdictions, as shown in Figure 2.9-2. The unincorporated community and adjacent city each plan these areas separately, with the understanding that the area may eventually be annexed into the city's jurisdiction. However, because the area is not yet under the jurisdiction of the surrounding city, there is no direct requirement that the SOI comply with the city's plans for this area.

There are several designations associated with SOI. An expanded SOI implies that the city or district will, at some time, expand its physical boundaries and service area. A zero SOI indicates that future dissolution of the city or district is either anticipated or desired. A status quo SOI indicates that the city or district does not want or cannot provide services outside the current service area. In SOI of this nature, district boundaries and SOI boundaries are coterminous.

2.9.2 Regulatory Framework

The County of San Diego has numerous policies, programs, codes and ordinances that regulate land use development. In order to simplify the volume and complexity of these regulations, this inventory focuses on policies that affect land use designations and zoning. Policies and regulations that indirectly affect land use planning, such as traffic, water quality, and air quality regulations, are included in other sections of Chapter 2.0 of this EIR (Sections 2.1 through 2.16).

2.9.2.1 State

California Aeronautics Act

The California Aeronautics Act, established by the California Department of Transportation – Division of Aeronautics, requires the preparation of airport land use compatibility plans (ALUCPs). ALUCPs promote compatibility between airports and the land uses that surround them to the extent that these uses are not already developed with incompatible land uses. They are intended to protect the safety of people, property and aircraft on the ground and in the air in the vicinity of the airport. They also protect airports from encroachment by new incompatible land uses that could restrict their operations. In late 2006, the SDCRAA adopted new ALUCPs for six rural airports operated by the County (Agua Caliente, Borrego Valley, Fallbrook, Jacumba, Ocotillo, and Ramona).

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law Sections 65000 through 66499.58. Under State planning law, each City and County must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code. Each of the elements must contain text and descriptions setting forth objectives,

principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

California Office of Planning and Research (OPR) General Plan Guidelines

To assist local governments in meeting general plan requirements, the OPR is required to adopt and periodically revise guidelines for the preparation and content of general plans (Government Code Section 65040.2). These are advisory guidelines, not mandated requirements, and serve as a reference tool for cities and counties in the preparation of local general plans. The guidelines include information on the required contents of a general plan, sustainable development and environmental justice, formatting, public participation, and implementation. The most recent version of the OPR General Plan Guidelines was prepared in 2003. OPR is currently in the process of preparing an updated version of the Guidelines.

Local Agency Formation Commission (LAFCO)

California Government Code Section 56000 provides LAFCO with its powers, procedures and functions. This law gives LAFCO power to “approve or, disapprove with or without amendment, wholly, partially or conditionally” proposals concerning the formation of cities and special districts, and other changes in jurisdiction or organization of local governmental agencies. LAFCO regulates local agency boundary changes including annexation and detachment of territory, incorporation of cities, formation of special districts, and consolidation, merger, and dissolution of districts. LAFCO is also charged with developing and updating SOI for each city and special district within the County.

A new LAFCO regulation was established by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 to discourage urban sprawl and to encourage orderly and efficient provision of services, such as water, sewer, and fire protection. As a result, San Diego LAFCO, a State-mandated agency with countywide regulatory authority, independent of county government, completed the North County Inland Municipal Service Review and SOI Update Study in September 2003 (LAFCO 2003). This study analyzes the proposed and recommended spheres for the affected local agencies, identifies the relevant service review determinations, and focuses on the expansion of the Escondido SOI to the southeast, retention of Escondido’s SOI in the west and north, and updates to the Valley Center Municipal Water District and Rincon del Diablo Municipal Water District SOI.

Natural Community Conservation Planning (NCCP) Act of 1991

The NCCP Act is designed to conserve natural communities at the ecosystem scale while accommodating compatible land uses. The CDFG is the principal state agency implementing the NCCP Program. The Act established a process to allow for comprehensive, regional multi-species planning in a manner that satisfies the requirements of the State and federal ESAs (through a companion regional HCP). The NCCP program has provided the framework for the State, local governments, and private interests to plan for the protection of regional biodiversity and ecosystems. NCCPs seek to ensure the long-term conservation of multiple species, while allowing for compatible and appropriate economic activity to proceed.

Senate Bill (SB) 375

SB 375 was adopted in September 2008. SB 375 requires metropolitan planning organizations to develop a Sustainable Communities Strategy to include in their regional transportation plans for the purposes of reducing greenhouse gas emissions. The purpose of the bill is to align planning for transportation and housing, and it creates specified incentives for the implementation of the strategy. The bill consists of five aspects: 1) creation of regional targets for greenhouse gas emissions reduction tied to land use; 2) a requirement that regional planning agencies create a Sustainable Communities Strategy to meet those targets, even if that plan is in conflict with local plans; 3) a requirement that regional transportation funding decisions be consistent with this new plan; 4) a requirement that the Regional Housing Needs Allocation numbers must conform to the Sustainable Communities Strategy; and (5) new CEQA exemptions and streamlining for projects that conform to the Sustainable Communities Strategy (Fulton 2008).

2.9.2.2 *Local*

San Diego Association of Governments (SANDAG) Plans and Programs

2030 Regional Transportation Plan (RTP)

The RTP, also known as MOBILITY 2030, serves as a blueprint to address the mobility challenges created by the San Diego region's growing population and employment. It contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the region. The 2030 RTP was approved on March 28, 2003. Changes in anticipated cost and revenue have resulted in an update of the RTP that was approved by the SANDAG Board of Directors in 2006. Additional updates and approvals were obtained in late 2007, to incorporate a new regional growth forecast, strategic initiatives and several other white papers on topics not previously covered in the RTP.

Congestion Management Program (CMP)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP, which is a part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated Congestion Management Agency for San Diego region, must develop, adopt and update the CMP in response to specific legislative requirements. SANDAG, local jurisdictions, and transportation operators such as Caltrans, MTDB, and NCTD, are responsible for implementing and monitoring the CMP.

Regional Comprehensive Plan (RCP)

The RCP is prepared by the SANDAG to be the strategic planning framework for the San Diego region. It creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all residents. The RCP balances regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. The RCP considers the general plans of all the jurisdictions in the region, examines regional growth

patterns and provides a blueprint for growth in San Diego, including where and how growth would occur.

County of San Diego Plans, Programs, Policies, and Regulations

Community and Subregional Plans

Each planning area has a community or subregional plan except for Pendleton/De Luz and County Islands, which are CPAs without organized planning or sponsor groups. Each community plan or subregional plan supplements the County General Plan by focusing on a particular planning area. Community and subregional plans contain information and policies concerning land use, housing, circulation, conservation, public facilities and services, recreation, and community character. Other issues may be addressed depending on the circumstances in a particular community. The policies and programs contained in a community or subregional plan, which must be consistent with the General Plan, are intended to provide long-term guidance and stability in implementing the goals of the plan.

Specific Plans

Specific plans provide an alternative to the Zoning Ordinance in that they are customized plans that delineate land uses, infrastructure, development standards and criteria, and mitigation measures for specific land areas. Specific plans must be consistent with the General Plan, and can be used to implement the General Plan within a limited area.

Forest Conservation Initiative (FCI)

The FCI, enacted in 1993, affects approximately 91,000 acres of privately owned land within the Cleveland National Forest through the establishment of 40 acres as the minimum parcel size for dwelling units. The goal of this initiative is to restrict the development of new housing, in order to preserve the area's lands' unique resources, and preserve the rural environment, and open space. Existing town center areas located within the Cleveland National Forest are exempt from this initiative because they represent established, historical residential areas. This initiative required a General Plan Amendment and rezone that shall remain in effect until December 31, 2010. The CPAs and Subregions affected by this measure include Alpine, Central Mountain, Desert, Jamul/Dulzura, Julian, Mountain Empire, North Mountain, Pendleton/De Luz, and Ramona, as shown in Table 2.9-3. The General Plan Update does not apply to the FCI affected lands because of the current mandate. After the FCI expires in 2010, a General Plan Amendment would be required to apply new land use designations to the FCI areas. If the proposed land uses would have potentially significant impacts that were not adequately addressed in this EIR, then additional CEQA environmental review would be required.

San Diego County Multiple Species Conservation Program (MSCP)

The MSCP is a long-term regional conservation plan designed to establish a connected preserve system that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout San Diego County. The MSCP addresses the potential impacts of urban growth, natural habitat loss, and species endangerment and creates a plan to mitigate for the potential loss of sensitive species and their habitats. The MSCP covers 582,243 acres over 12 jurisdictions, as shown in Figure 2.1-2. Individual jurisdictions can prepare Subarea Plans to implement the MSCP within its boundaries. The County has one

Subarea Plan under this program, which was adopted by the BOS on October 22, 1997. This Subarea Plan covers 252,132 acres in the southwestern portion of the unincorporated area. In addition to the Subarea Plan itself, the BMO (adopted March 1998) and the Implementation Agreement between the County and Wildlife Agencies (signed March 1998) are the documents used to implement the South County MSCP. The County is currently developing new Subregional Plans for North County and East County.

County Trails Program (CTP)

On January 12, 2005, the BOS unanimously approved the adoption of the CTP and the Community Trails Master Plan (CTMP). The CTP will be utilized to develop a system of interconnected regional and community trails and pathways. The components of the CTP include a Regional Trails Plan, CTMP, a new Trails Ordinance (San Diego Code of Regulatory Ordinances Sections 812.101-812.214), and amendments to the County Subdivision Ordinance (County of San Diego Code of Regulatory Ordinances Title 8, Division 1) regarding dedication and improvement of trails. The CTMP is the implementing document for the trails program and provides a plan for the development of the trail and pathway system, also known as multi-use, non-motorized public facilities. These trails and pathways are intended to address an established public need to provide recreation, transportation, health, and quality of life benefits associated with hiking, biking, and horseback riding throughout the County's biologically diverse environments. The main focus of the CTMP is on development and management guidelines that can be applied to community-level trail systems. The Trails Ordinance is Appendix E of the CTMP and provides rules and regulations for the use of County trails and pathways to maximize the public's use and enjoyment of the trails. The County Subdivision Ordinance required amendments in order to make trail dedication a requirement in areas where trails have been identified in the CTP.

County of San Diego Board of Supervisors Policies

Policy 1-63, General Plan Amendment and Zoning Guidelines, specifies the manner in which amendments to the San Diego County General Plan are initiated. The policy seeks to limit growth by restricting planned density increases to areas that currently have the services to support such growth.

Policy 1-104, Policy and Procedure for Preparation of Community Design Guidelines, establishes procedures to ensure adequate community support and citizen involvement in the preparation of community design guidelines.

Policy J-33, Use of the Board of Supervisors' Power of Eminent Domain on Behalf of Private Developers, defines the limitation and circumstances in which the BOS can use the power of eminent domain on behalf of private developers to acquire real property rights for public facilities.

Zoning Ordinance

The San Diego County Zoning Ordinance is the primary way that the County administers the General Plan. The General Plan identifies general land use designations, while the Zoning Ordinance identifies specific uses and development standards within these land use

designations. Future development is required to comply with the Zoning Ordinance and would therefore be consistent with the General Plan Update.

Other Local Planning Regulations

San Diego County Regional Air Quality Strategy (RAQS)

The San Diego APCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the air quality in the SDAB. As part of this responsibility, the APCD has created a strategy that lays out a program for attaining the standards for ozone. The strategy, called the RAQS, outlines APCD's plans and control measures specifically designed to attain the California Ambient Air Quality Standards for ozone. The RAQS, initially adopted in 1991, was updated in 1995, 1998, 2001, and most recently in 2004 on a triennial basis. The APCD is in the process of updating the RAQS for 2007.

San Diego Basin Plan

The Water Quality Control Plan for the San Diego Basin (Basin Plan), most recently amended in 2007, sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan is designed to accomplish the following: 1) designate beneficial uses for surface and ground waters; 2) set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy; 3) describe mitigation measures to protect the beneficial uses of all waters within the region; and 4) describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

2.9.3 Analysis of Project Impacts and Determination of Significance

2.9.3.1 Issue 1: Physical Division of an Established Community

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines, the proposed County General Plan Update would have a potentially significant impact if it would physically divide an established community. For the purposes of this EIR, established communities are defined as established town centers and communities described above in Section 2.9.1.2, such as the established town centers in the Alpine CPA and Ramona CPA, and communities such as Pine Valley in the Central Mountain Subregion and the Mount Helix/Casa de Oro neighborhood in Valle de Oro.

Impact Analysis

The proposed project would have the potential to result in the physical division of an established community through placement of a road, railroad, airport, or large open space area. The Mobility Element of the proposed General Plan Update identifies the proposed County roadway network. Large multi-lane roads would have the potential to divide an established community, even though the intent of the road would be to connect areas within the community or improve access to areas within or surrounding the community. In addition, roadways that are proposed

for widening would also divide a community by limiting access across the road and having the effect of dividing a community. The General Plan Update roadway network does not include any proposed freeways, but does include several new roads and road extensions, as well as the proposed widening of existing roads throughout the County. The road improvements identified in the Mobility Element for each community are listed in Appendix E to this EIR, Proposed Road Construction/Widening. Forty-five new roads and road extensions and 74 roadway widenings are proposed, as shown in Table 2.9-4. The majority of road improvements are proposed in the CPAs along the western boundary of the unincorporated County, such as Bonsall, San Dieguito, Ramona, and Valle de Oro. However, several new roads and improvements are proposed in the Alpine CPA, as well as a few in the Mountain Empire Subregion and Pala/Pauma Valley Subregion. The proposed roadway network has been designed to respond to the design characteristics that the General Plan Update has identified for village, semi-rural, and rural land use designations. These land use designations are consistent with existing land uses; therefore, proposed road improvements were designed to be generally consistent with existing land uses. However, future roadway development under the proposed General Plan Update would have the potential to result in new roadways or improvements that would physically divide an established community; therefore, impacts would be potentially significant.

Alternative transportation routes and associated large structures, such as railroad tracks or an airport, could also result in the division of an established community. Similar to roadways, if a new railroad track was built through an established community, it would limit access across the tracks and result in a physical division of the community. Airports are large land uses that typically do not include public roadways or other access within airport boundaries, so that motorists would have to drive all the way around an airport to get to areas on the other side of the airport, increasing travel distance. Therefore, placement of an airport in the middle of an established community would create a physical barrier between areas of the community. The General Plan Update does not propose any new railroad tracks, airports or other features that would physically divide a community.

The General Plan Update would also have the potential to result in the division of an established community if it proposed new areas of open space that would create a physical separation between established community areas and restrict access between these areas. The proposed General Plan Update land use designations recognize and maintain existing open space but do not propose new large areas of open space. The General Plan Update includes Goal COS-23 which encourages the acquisition of open space resources. A policy supporting this goal is Policy COS-23.2 which would maximize opportunities to link regional open space lands. If linkages between open space areas were proposed to cross through established communities, a physical division would result. However, established communities are generally already developed and would be unlikely to contain large open space areas. Additionally, in general the General Plan Update land use map would intensify development densities within established communities, which would result in less open space available for use as a linkage or preserve area. Therefore, the General Plan Update would not result in the division of an established community due to large open space areas. A significant impact would not occur.

Federal, State and Local Regulations and Existing Regulatory Processes

There are no relevant codes or regulations related specifically to the division of an established community. Currently, this issue is reviewed as part of General Plan and Community Plan conformance required for discretionary projects. In addition, for those projects that require CEQA analysis, this issue is considered when preparing that documentation.

Proposed General Plan Update Goals and Policies

While the proposed General Plan Update does not contain policies that specifically prohibit the construction of features that would physically divide an established community, such as roads, railroads, or airports, it does contain several policies requiring future circulation improvements and developments to be consistent with the character of an established community. The construction of features that would physically divide an established community, such as a large roadway, would not be considered to be consistent with community character.

Policy M-1.3 from the Mobility Element requires the roadway network to comply with community character. This policy implements Goal M-1, which strives for a safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities. Policy M-1.3 would consider narrower rights-of-way, flexibility in design standards and lower design speeds to avoid bisecting communities or town centers. Additionally, Section 2.1.3.3, Issue 3: Visual Character or Quality identifies the following policies from the Land Use, Mobility, and Housing Elements that would require future development to be consistent with community character. These General Plan Update Policies include LU-1.6, LU-2.1, LU-2.2, LU-2.4, LU-4.1 through LU-4.4, LU-11.2, LU-12.4, M-10.6, and H-2.1.

Summary

The General Plan Update has the potential result in the division of an established community through the development of new roadways. While existing County policies and regulations and proposed General Plan Update goals and policies are intended to reduce impacts associated with the physical division of established communities, specific measures that implement these policies and regulations are proposed to ensure that the intended environmental protections are achieved. Therefore, the proposed project is concluded to result in a potentially significant impact associated with the physical division of an established community and specific implementation programs are identified as mitigation.

2.9.3.2 *Issue 2: Conflicts with Land Use Plans, Policies, and Regulations*

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines, the proposed County General Plan Update would have a significant impact if it would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact.

Impact Analysis

The proposed General Plan Update would serve as the comprehensive land use plan for the unincorporated areas of San Diego County, if it is adopted by the BOS. However, the unincorporated County is also addressed in regional planning documents including the RCP, RTP, CMP, and SOI plans. In addition, the proposed General Plan Update would be required to be consistent with several adopted land use plans for the region, including the Basin Plan, ALUCPs, RAQS, CTP, FCI, and specific plans. Other land use plans that apply to the unincorporated County are being updated as part of the proposed General Plan Update to

ensure consistency. These include community plans and the County Zoning Ordinance. The General Plan Update's consistency with these plans is discussed below. General Plan Update compliance with the MSCP and other plans related to biological resources are discussed below in Section 2.9.3.3, Issue 3: Habitat Conservation Plans and NCCPs.

Additional land use plans have been adopted for areas adjacent to the unincorporated County and for the federal and State-owned land located within the County's boundaries. However, these plans do not apply to land under the County's jurisdiction. Therefore, the General Plan Update would not conflict with these plans and further analysis is not required. These plans include:

- Riverside County General Plan
- Imperial County General Plan
- Orange County General Plan
- General Plans for the incorporated cities in the County of San Diego
- South Coast Resource Management Plan
- Land Management Plan - Cleveland National Forest
- Camp Pendleton Integrated Natural Resource Management Plan
- Anza-Borrego Desert State Park General Plan
- Cuyamaca Rancho State Park General Plan

Regional Comprehensive Plan (RCP)

The RCP, prepared by SANDAG, is the strategic planning framework for the San Diego region. The plan takes into account build out of the existing general plans prepared for the unincorporated County and each of the incorporated cities and forecasts future population and number of housing units for the entire County. The RCP identifies seven planning elements and recommends goals, policy objectives, and actions for each. The seven elements are: urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and borders. As stated in the RCP, the RCP document was not designed as a regulatory plan, but rather as a guidance plan. SANDAG suggests that agencies incorporate the recommendations of the RCP into their local and regional plans as they update those plans. As plans are updated, SANDAG also updates its regional growth forecast, the RCP, and the RTP. The General Plan Update is not required to comply with the recommendations in the RCP; however, the County considered the RCP goals and implemented them to the extent feasible during the General Plan Update planning process.

The RCP identifies existing and planned Smart Growth Opportunity Areas (SGOA), which are compact, mixed use, pedestrian-oriented developments where a higher priority is placed on providing transportation facility improvements. A specific SGOA category (rural village) was developed by SANDAG to represent the unique community character and development patterns found in unincorporated communities. The SGOA strategy is closely related to the County's community development model for the village, semi-rural, and rural land use categories, and is reflected in the project objectives identified for the General Plan Update, as described in Section 1.3. Objective 2 is to promote sustainability by locating new development near existing infrastructure, services, and jobs; and Objective 6 is to provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns.

The RCP endorses a land use pattern that channels much of the region's future growth into existing urban communities, preserving and protecting the lifestyle and sensitive environment of the rural unincorporated areas. The General Plan Update would be consistent with this land use pattern by proposing higher density village development primarily within the SDCWA boundary and in areas that currently have higher density development, and preserving the rural land uses in areas outside of the SDCWA boundary, primarily in the eastern backcountry portion of the County.

In addition to being consistent with the goals of the RCP, the General Plan Update is also consistent with the SANDAG regional growth projections that are identified in the RCP. Under SANDAG forecasts, the unincorporated County would represent approximately 19 percent of the forecasted population for the entire County in 2030.

2030 Regional Transportation Plan (RTP)

The RTP requires that jurisdictions incorporate the planned highway network identified in the RTP into their general plans. The RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region through the year 2030. It is focused on the goals of mobility, accessibility, reliability, efficiency, livability, sustainability, and equity. The County considered and incorporated the goals of RTP during the Mobility Element planning process. The Mobility Element is based on the RTP's Reasonably Expected Revenue scenario. The RTP included three roadway network planning scenarios based on constrained, expected, and unconstrained funding. The Reasonably Expected Revenue scenario includes current sources and levels of federal, State, and local transportation revenue projected out to the year 2030, as well as additional sources of transportation revenue that are reasonably expected to become available through 2030, such as increases in State and federal gas taxes based on historical trends. Road network planning for the proposed General Plan Update used the Reasonably Expected Revenue Scenario for RTP assumptions when identifying necessary improvements to the County's road network, which are identified in the Mobility Element. Therefore, the General Plan Update would not conflict with the RTP.

Congestion Management Program (CMP)

The CMP is a part of SANDAG's RTP and monitors the performance of the region's transportation system, develops programs to address near-term and long-term congestion, and better integrates transportation and land use planning. The CMP requires local jurisdictions to prepare and implement a Deficiency Plan for any deficient CMP roadway. The purpose of a Deficiency Plan is to evaluate the cause of the existing roadway deficiency and to propose remedial actions necessary to address the deficiency. No Deficiency Plans have been adopted for roadways in the unincorporated County; however, plans would be adopted in the future. As stated in Section 2.15, Transportation and Traffic, future development under the General Plan Update would be required to comply with the CMP, including any applicable Deficiency Plans. Mitigation measure Tra-2.10 requires the County to continue to implement the SANDAG CMP and requires large projects to mitigate impacts to the CMP network, including State highways and freeways, regardless of whether or not a Deficiency Plan has been adopted.

Additionally, the CMP identifies a minimally acceptable level of service (LOS) E for the regional transportation network. The proposed Mobility Element establishes LOS standards for the proposed General Plan Update road network. The standard proposed to be adopted by the

BOS for the minimally acceptable LOS on Mobility Element roads is LOS D. This is higher than the LOS E standard identified in the CMP. This standard would be imposed on future development of land uses consistent with the General Plan Update. Therefore, the General Plan Update would not conflict with the CMP.

San Diego Basin Plan (Basin Plan)

The Basin Plan sets forth water quality objectives in order to maintain the beneficial uses of waters within the County. The plan designates the water quality objectives necessary to ensure the reasonable protection of the beneficial uses and describes the implementation plan for achieving and maintaining the beneficial uses and water quality objectives. The Basin Plan objectives are implemented through federal, State, and local regulations and programs, primarily NPDES permits. The proposed General Plan Update is a land use plan to guide future development in the County; it does not propose any specific development or other projects that would have the potential to directly impact water quality. However, development of land uses consistent with the General Plan Update would have the potential to impact water quality and would be subject to the programs and regulations of the Basin Plan in order to obtain necessary permits. The proposed General Plan Update also provides additional protections for water quality such as Policy LU-6.5, which requires new development to use low impact development techniques to minimize impacts to water quality and the beneficial uses of water resources in the County. Therefore, the General Plan Update would not conflict with the Basin Plan. Refer to Section 2.8.3.1, Issue 1: Water Quality Standards and Requirements, for additional discussion regarding water quality impacts.

Airport Land Use Compatibility Plans (ALUCPs)

ALUCPs are plans that guide property owners and local jurisdictions in determining what types of proposed new land uses are appropriate around airports. They are intended to protect the safety of people, property and aircraft on the ground and in the air in the vicinity of the airport. Six airports located in the unincorporated County have an ALUCP: Agua Caliente Airstrip, Borrego Valley Airport, Fallbrook Community Airpark, Jacumba Airport, Ocotillo Airstrip, and Ramona Airport. The proposed project would result in a potentially significant impact if development under the General Plan Update would conflict with the land use restrictions established by the ALUCPs. ALUCPs are discussed in greater detail in Section 2.7, Hazards and Hazardous Materials. As stated in Section 2.7.3.5, Issue 5: Public Airports, the General Plan Update proposes generally low density development in the proximity of the County airports, or the area surrounding the airport consists of national or State park land. However, some public airports, such as Fallbrook Community Airport, would be surrounded by land uses that would maintain higher density populations, such as village residential. These land uses would have the potential to conflict with ALUCP land use restrictions. However, the Safety Element of the General Plan Update includes Policy S-15.1 that would require land uses surrounding airports to be compatible with the operation of each airport. Future development under the General Plan Update would be required to be consistent with any applicable ALUCP. Therefore, the General Plan Update would not conflict with ALUCPs.

San Diego County Regional Air Quality Strategy (RAQS)

The RAQS lays out a program for attaining State O₃ standards in San Diego County. The proposed General Plan Update would result in a potentially significant land use conflict if it proposed development greater than that anticipated in regional planning documents because

this growth would result in additional emissions not accounted for during preparation of the RAQS. The General Plan Update's compliance with the RAQS is described in detail in Section 2.3.3.1. Issue 1: Air Quality Plans. As stated in that section, the current RAQS is based on projections for residential, commercial, industrial, and recreational land uses contained in the existing General Plan. The proposed General Plan Update would accommodate less growth than the existing General Plan. Additionally, all future development would be required to demonstrate compliance with all strategies and measures adopted as part of the RAQS during the County's environmental review process. Therefore, the General Plan Update would not conflict with the RAQS.

County Trails Program (CTP)

The CTP develops a system of interconnected regional and community trails and pathways. The CTP provides a plan for the development of the trail and pathway system. The CTP includes community trails maps that depict the general location of future trails within a quarter-mile wide corridor. The Community Trails Master Plan (CTMP) is the implementing document for this program. The proposed General Plan Update would result in a potentially significant land use conflict if it would conflict with the CTMP policies, many of which mitigate environmental impacts. These policies are included in the CTMP and in the existing General Plan Public Facilities Element. Some of the CTMP policies are also included in the General Plan Update. Table 2.9-5 identifies which CTMP policies are included in the General Plan Update and the corresponding General Plan Update policy number. Future development under the General Plan Update would be required to comply with all CTMP policies, including those not identified specifically in the General Plan Update, through Policy M-12.1, which requires implementation of a County Trails Program in accordance with the proposed trail alignments and goals and policies identified in the CTMP. Future development accommodated by the General Plan Update would undergo the County's regulatory and environmental review process for project approval, which includes review of the project compliance with the CTP. When an application for a specified discretionary development permit is submitted for land that includes a CTP trail corridor, the specific location of a proposed trail within the trail corridor would be determined based on a route study. The environmental review for the proposed discretionary project would include a site-specific analysis of the trail proposed in the route study. See Section 2.14, Recreation, for additional discussion regarding the CTP and its components. As stated in Section 2.14.3.1, Issue 1: Deterioration of Parks and Recreational Facilities, future development under the General Plan Update would be required to comply with the CTP. Therefore, the General Plan Update would not conflict with the CTP.

Forest Conservation Initiative (FCI)

The CPAs and Subregions affected by the FCI include Alpine, Central Mountain, Desert, Jamul/Dulzura, Julian, Mountain Empire, North Mountain, Pendleton/ De Luz, and Ramona. The General Plan Update does not apply to the FCI affected lands because of the current mandate. After the FCI expires at the end of 2010, a General Plan Amendment would be required to apply new land use designations to the FCI areas. If the proposed land uses would have potentially significant impacts that were not adequately addressed in this EIR, then additional CEQA environmental review would be required. Therefore, the General Plan Update would not conflict with the FCI.

Sphere of Influence (SOI)

As described above and shown in Figure 2.9-2, 18 communities within the unincorporated County are affected by SOI from 11 of the surrounding jurisdictions. Since the SOI are within the County's jurisdiction, they are included in the General Plan Update and designated for specific land uses. In most cases, the adjacent city also plans land uses for these areas with the intent that the areas will eventually be annexed into the city's jurisdiction. As described in Section 2.9.2.1, State Regulations, LAFCO regulates local agency boundary changes including annexation of unincorporated land into incorporated cities. Because these areas are not yet under the jurisdiction of the adjacent cities, the land use designations within the SOI do not have to match the cities' plans for these areas. However, as part of the General Plan Update process, the SOI were reviewed for comparison with the adjacent cities' proposed land use designations.

County General Plan Update land uses proposed in the SOI of Chula Vista and Poway are the same as the uses proposed by the cities. Chula Vista's SOI extends into the unincorporated County to the north (Sweetwater CPA) and east (Otay CPA). The Poway SOI extends into the Ramona CPA to the east and southeast of the City. The SOI of Carlsbad, Oceanside, San Diego, Santee, and Solana Beach do not extend beyond the City boundaries; therefore, no SOI land uses are proposed in the unincorporated County for these cities. Lemon Grove did not establish land uses for its SOI, which extends into the Spring Valley CPA.

The proposed General Plan Update designations are generally similar to the land uses proposed by the cities for the Encinitas, La Mesa, and National City SOI. Encinitas' SOI extends into the San Dieguito CPA to the northeast. Encinitas proposes rural residential land use in its SOI, which is consistent with the General Plan Update's designation of semi-rural residential (1 du/4, 8, or 16 acres) and open space. The La Mesa SOI extends to the east into the community of Valle de Oro CPA. The General Plan Update proposes a portion of this area for village residential (2 du/acre) and semi-rural residential (1 du/0.5 acre), comparable with La Mesa's intended rural residential use (1-2 du/acre). National City's SOI extends into the County Islands community of Lincoln Acres in the southeast portion of the City. National City has identified single family small lots, open space, and a cemetery for this area, similar to the General Plan Update's proposed uses. The General Plan Update also designates an area in this SOI as village residential (15 du/acre), which is more intensive than the small lot single family units identified for that area by National City; however both designations are considered higher density residential uses.

Some land uses proposed in the General Plan Update are substantially different than those shown in city plans for a given location within a SOI. These differences occur within the SOI of El Cajon, Escondido, San Marcos, and Vista. The areas of difference, and the proposed land uses, are listed in Table 2.9-6 and depicted in Figures 2.9-3 through 2.9-6. El Cajon's SOI extends north into Lakeside CPA as well as east into the Crest/Dehesa CPA. Within its SOI, there are 12 areas where El Cajon's proposed uses are dissimilar and generally less intense than the designations proposed by General Plan Update (Figure 2.9-3 and Table 2.9-6). Escondido's SOI extends into the North County Metro Subregion and Valley Center CPA; however, the areas of difference identified only occur in North County Metro. As shown on Figure 2.9-4, there are 11 disparate areas in the Escondido SOI, most of which are proposed for higher density or intensity under the General Plan Update (see Table 2.9-6). The SOI for San Marcos extends into the North County Metro Subregion as well as the San Dieguito CPA. Of the 13 areas of difference found in the San Marcos SOI, nine are proposed as higher density

residential under General Plan Update when compared to the city's plan (Figure 2.9-5 and Table 2.9-6). Vista's SOI extends to the north into the Bonsall CPA as well as east and west into the North County Metro Subregion. While the areas of difference in the Bonsall portion of the SOI would have lesser density under the General Plan Update, the areas identified in North County Metro would have substantially higher density than the designations proposed by Vista for those locations (Figure 2.9-6 and Table 2.9-6). As stated above, these areas are not yet under the jurisdiction of the adjacent cities. As such, the proposed differences described above would not result in any conflicts with applicable land use plans, policies, or regulations agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact. However, it should be also noted that the Land Use Element contains Policies LU-4.1 and LU-4.2 that would require the County to participate in regional planning and review, comment, and coordinate when appropriate on plans, projects, and proposals of overlapping or neighboring agencies. This will serve to promote compatibility in land use planning and development while minimizing adverse environmental effects.

Community Plans

Community plans are adopted by the BOS as part of the General Plan, and thus are consistent with its components and would only be amended as part of a General Plan Amendment. The proposed project includes reviewing each Community Plan and removing any language that is inconsistent with the General Plan Update. Some Community Planning Groups are in the process of updating their community plans in parallel with the General Plan Update process. Some of the groups have completed vision and background information and are now creating policies for inclusion in their community plan. The updated community plans would be adopted by the BOS with or shortly after the adoption of the proposed General Plan Update project. Additional updates to the community plans would also be made after the adoption of the General Plan Update. Therefore, the proposed General Plan Update would not conflict with adopted community plans.

Zoning Ordinance

As mandated by the State, the Zoning Ordinance must be consistent with the General Plan Update. Therefore, the County Zoning Ordinance would be updated as part of the proposed project. The updated Zoning Ordinance would be adopted by the BOS within two years of the adoption of the General Plan Update, in order to ensure consistency with this plan. Therefore, the proposed General Plan Update would not conflict with the Zoning Ordinance.

Specific Plans

The proposed General Plan Update includes a specific plan land use designation that only applies to areas that have specific plans in place. Future specific plans would be required to comply with the existing General Plan Update land use designations. Therefore, the proposed project would be consistent with existing and future specific plans.

Federal, State and Local Regulations and Existing Regulatory Processes

The relevant policies of local plans that apply to the General Plan Update are discussed individually in the impact analysis above. Moreover, California Planning and Zoning Law Section 65067 mandates coordination of local efforts within a region to help prevent conflicts

among land use plans, policies and regulations. As discussed in Section 2.9.2, Regulatory Framework, LAFCO regulations and policies assist local agencies with jurisdictional boundary changes. LAFCO's primary goals are to encourage orderly growth, promote logical and efficient public services for cities and special districts, streamline governmental structure, and discourage premature conversion of prime agricultural and open space lands to urban uses.

Current County processes require a comprehensive review of applicable plans, policies, and regulations for all discretionary projects. Processes for ministerial permits have focused reviews for those regulations that directly affect the decision. For discretionary reviews, CEQA compliance is the primary means for accomplishing these reviews. This includes a review of relevant plans and regulations by staff, as well as notifying other agencies of projects so that they would also review the projects for compliance with their plans.

Proposed General Plan Update Goals and Policies

The proposed General Plan Update goals and policies that are intended to avoid conflicts with other applicable land use plans are identified above under the discussion of each land use plan. The identified policies that apply to land use plan consistency are Policies LU-4.7, LU-6.5, S-15.1, M-12.1, LU-4.1 and LU-14.1.

Summary

The General Plan Update would not conflict with applicable land use plans, policies, and regulations, including the RCP, RTP, CMP, Basin Plan, ALUCPs, RAQS, CTP, FCI, SOI, community plans, Zoning Ordinance, and specific plans. Therefore, a potentially significant impact would not occur.

2.9.3.3 Issue 3: Conflicts with HCPs or NCCPs

Guidelines for Determination of Significance

Based on Appendix G of the CEQA Guidelines, the proposed County General Plan Update would be considered to have a significant impact if it would conflict with any applicable HCP or NCCP.

Impact Analysis

Refer to Section 2.4.2.5, Issue 5: Local Policies and Ordinances and Section 2.4.3.6, Issue 6: Habitat Conservation Plans and NCCPs for detailed discussions of the project's consistency with applicable adopted HCPs and NCCPs. As discussed in these sections, future projects proposed under the General Plan Update would be required to comply with applicable HCPs and NCCPs. Regulatory processes to ensure compliance are already in place and would not be altered by the General Plan Update. Therefore, the proposed project would not conflict with any applicable HCP or NCCP and impacts would be less than significant.

2.9.4 Cumulative Impacts

The geographic scope of cumulative impact analysis for land use is the San Diego region, including jurisdictions and special districts within and adjacent to the unincorporated County.

2.9.4.1 *Issue 1: Physical Division of an Established Community*

Cumulative projects would include the construction of new or widened roadways, airports, railroad tracks, open space areas, or other features that would individually have the potential to physically divide an established community. In addition to these larger projects, smaller cumulative projects could have the effect of providing a barrier to access that would physically divide a community. Such impacts would generally be limited to an individual community. Multiple projects in the same community could combine to result in a cumulative effect to the division of that community. Cumulative projects in adjacent counties and incorporated cities would be required to comply with applicable land uses plans. However, for projects in Mexico or on tribal lands, planning documents would or would not exist and/or be regularly enforced. Therefore, cumulative projects would have the potential to result in a significant cumulative impact associated with the physical division of an established community.

The General Plan Update has the potential to contribute to this cumulative impact only as it pertains to new roads, road extensions and roadway widenings because other land uses that could divide a community, such as a railroads and airports are not proposed in the General Plan Update and, large open space areas are not proposed in areas that would affect established communities, which is described above under Section 2.9.3.1, Issue 1: Physical Division of an Established Community.

As discussed above, future roadway development under the proposed General Plan Update would have the potential to result in new roadways or improvements that would physically divide an established community. The General Plan Update roadway network does not include any proposed freeways, but does include several new roads and road extensions, as well as the proposed widening of existing roads throughout the County. The road improvements identified in the Mobility Element for each community are listed in Appendix E to this EIR, Proposed Road Construction/Widening. Therefore, in combination with other cumulative projects, the proposed project would have the potential to provide a considerable contribution to a significant cumulative impact.

2.9.4.2 *Issue 2: Conflicts with Land Use Plans, Policies, and Regulations*

The cumulative projects in the San Diego region would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Similar to the General Plan Update, cumulative projects in the San Diego region would utilize regional planning documents such as the RCP and RTP during planning, and the general plans of adjacent jurisdictions and counties would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in these jurisdictions would be required to comply with the applicable land use plan or they would not be approved. Cumulative projects listed in Table 1-11, Projects Not Included in the Proposed General Plan Update Land Use Map, such as the Heald residential development in Mountain Empire, would require a general plan amendment or tentative map or other approval in order to be consistent with the existing General Plan or they would not be approved. Additionally, projects in Mexico and on tribal lands would not be required to comply with State or local plans, policies or regulations. However, they would be required to comply with applicable land use plans for these areas, to the extent that they exist.

As discussed above, implementation of the proposed General Plan Update would not conflict with existing land use plans, policies, or regulations of agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact. Therefore, the proposed General Plan Update would not contribute to a significant cumulative impact.

2.9.4.3 *Issue 3: Conflicts with HCPs or NCCPs*

As described in Section 2.4.4.6, Habitat Conservation Plans and NCCPs, cumulative projects in the region would not result in a significant cumulative impact associated with conflicts with applicable HCPs or NCCPs. Therefore, the proposed project would not contribute to a significant cumulative impact. See Section 2.4.4.6 for a more detailed discussion.

2.9.5 Significance of Impact Prior to Mitigation

The proposed General Plan Update would result in potentially significant impacts associated with the physical division of an established community. The proposed project would not result in a potentially significant impact associated with conflicts with local plans, policies, regulations, or applicable HCPs and NCCPs.

2.9.6 Mitigation

2.9.6.1 *Issue 1: Physical Division of an Established Community*

Implementation of the following General Plan Update policies, and mitigation measures, would mitigate impacts associated with proposed new, extended or widened roadways that would physically divide an established community to below a significant level.

General Plan Update Policies

Policy LU-1.6: Village Expansion. Permit new Village Regional Category designated land uses only where contiguous with an existing or planned Village and where all of the following criteria are met:

- Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding;
- Potential Village development would be accommodated by the General Plan road network;
- Public facilities and services can support the expansion without a reduction of services to other County residents; and
- The expansion respects and enhances community character, the scale, and the orderly and contiguous growth of a Village area.

Policy LU-2.1: Community Plans. Maintain updated Community Plans, as part of the General Plan, to guide development to reflect the character and vision for each individual unincorporated community, consistent with the General Plan.

Policy LU-2.2: Development Densities and Lot Sizes. Assign densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community.

Policy LU-2.4: Greenbelts to Define Communities. Identify and maintain greenbelts between communities to reinforce the identity of individual communities.

Policy LU-4.1: Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements of SB375.

Policy LU-4.2: Review of Impacts of Projects in Adjoining Jurisdictions. Review, comment, and coordinate when appropriate on plans, projects, and proposals of overlapping or neighboring agencies to ensure compatibility with the County's General Plan, and that adjacent communities are not adversely impacted.

Policy LU-4.3: Relationship of Plans in Adjoining Jurisdictions. Consider the plans and projects of overlapping or neighboring agencies in the planning of unincorporated lands, and invite comments and coordination when appropriate.

Policy LU-4.4: Development Compatibility with Military Facilities. Ensure compatibility of new development with the current and planned mission and operations of U.S. government military installations.

Policy LU-11.2: Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to respect and enhance the unique character of the community.

Policy LU-12.4: Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts.

Policy M-10.6: On-Street Parking. Minimize on-street vehicular parking outside Villages and Rural Villages where on-street parking is not needed, to reduce the width of paved shoulders and provide an opportunity for bicycle lanes to retain rural character in low-intensity areas. Where on-street parking occurs outside Villages and Rural Villages, require the design to be consistent with the rural character and the applicable community plan.

Policy H-2.1: Development that Respects Community Character. Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element and Community Plans.

Policy M-1.3: Treatment of High-Volume Roadways. To avoid bisecting communities or town centers, consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities .

Mitigation Measures

- Lan-1.1** Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos.
- Lan-1.2** Coordinate with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard.
- Lan-1.3** Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.

2.9.6.2 *Issue 2: Conflict with Land Use Plans, Policies, and Regulations*

Impacts associated with conflicts with applicable land use plan, policies, or regulations would be less than significant; therefore, no mitigation is necessary.

2.9.6.3 *Issue 3: Conflict with HCPs or NCCPs*

Impacts associated with conflicts to adopted HCPs and NCCPs would be less than significant; therefore, mitigation is not required.

2.9.7 Conclusion

The discussion below provides a synopsis of the conclusion reached in each of the above impact analyses, and the level of impact that would occur after mitigation measures are implemented.

2.9.7.1 *Issue 1: Physical Division of an Established Community*

Implementation of the proposed General Plan Update would have the potential to result in the physical division of an established community from the construction, expansion or widening of a roadway. Therefore, the proposed project would result in a potentially significant impact. In addition, the proposed project would result in a potentially significant cumulative impact. However, implementation of the proposed General Plan Update policies and mitigation measures, would mitigate the direct and cumulative impacts to below a level of significance.

2.9.7.2 *Issue 2: Conflicts with Land Use Plans, Policies, and Regulations*

Implementation of the proposed General Plan Update would not conflict with applicable land use plans, policies, and regulations. Therefore, a potentially significant impact would not occur. In addition, the General Plan Update would not contribute to a significant cumulative impact associated with conflicts with land use plans, policies or regulations.

2.9.7.3 *Issue 3: Conflicts with HCPs or NCCPs*

Implementation of the proposed General Plan Update would conflict with any applicable HCP or NCCP. Therefore, a potentially significant impact would not occur. Additionally, the proposed project would not contribute to a significant cumulative impact associated with conflicts with HCPs or NCCPs.

Table 2.9-1. Existing Land Use Types

| Residential | |
|-------------------------|---|
| Low Density Residential | Single-family homes located in rural areas with lot sizes of approximately 1 to 10 acres. Homes in areas of lower densities are coded as agricultural or vacant, not residential. Rural residential estates may have small orchards, fields, or small storage buildings associated with the residential dwelling unit. |
| Single-Family | Single family detached housing units, on lots smaller than 1 acre. Newer developments may include clubhouses, recreation areas, pools, tennis, etc located within and associated with the residential development, if a separate parcel/lot designation does not exist. |
| Mobile Home | Mobile home parks with 10 or more spaces that are primarily for residential use. RV parks are included within the commercial recreation category. |
| Multi-Family | Attached housing units, two or more per structure. This classification includes duplexes, townhouses, condominiums, apartments and single-room occupancy. Newer developments may include clubhouses, recreation areas, pools, tennis, etc located within and associated with the residential development, if a separate parcel/lot designation does not exist. |
| Commercial | |
| Commercial and Office | <ul style="list-style-type: none"> i. Wholesale Trade – Usually located near transportation facilities. Structures area usually large and cover the majority of the parcel. ii. Neighborhood Shopping Centers – Usually less than 10 acres in size with on-site parking. iii. Specialty Commercial Centers – Usually have shopping associated with tourism or a very particular classification. iv. Auto Dealerships v. Storefront Commercial – Includes commercial activities found along major streets with limited on-site parking. Mixed-use may also be associated with these areas. vi. Other Retail vii. High Rise Office – Buildings with more than four stories containing banking, offices for business and professional services, and some retail activities and restaurants. viii. Low Rise Office – Buildings with less than 5 stories containing banking, offices for business and professional services, and some retail activities and restaurants. ix. Government/Civic Centers x. Hotels, Motels, and Resorts |
| Shopping Centers | Includes Regional Shopping Centers, which usually have 1-5 major department stores, more than 50 tenants, and are larger than 40 acres. In addition, this also includes Community Commercial (smaller than the Regional), which usually has 15-50 tenants on only 8-20 acres. |
| Commercial Recreation | Includes public and private golf courses, clubhouses (tennis and swimming facilities), stadiums/sports arenas, racetracks, convention centers, marinas, and other major tourist attractions. Other recreational opportunities include RV parks, drive-in theaters, campgrounds, boys/girls clubs, YMCAs, rifle ranges, casinos, rodeo grounds, senior recreation centers, and movie theaters. |
| Industrial | |
| Light Industry | Includes industrial parks (office/industrial uses clustered into a center). Primary uses are industrial, but may include a high percentage of other uses in service or retail activities). Also contains general light industry not included above. Usually located along major streets or clustered in certain areas. Includes manufacturing and light industrial such as auto repair and recycling services. The light industry category also includes warehouses and public storage, usually large buildings found near freeways, industrial or strip commercial areas. |

Table 2.9-1 (Continued)

| | |
|---|---|
| Heavy Industry | Includes shipbuilding, airframe, and aircraft manufacturing. Usually, this type of use is located close to transportation facilities and commercial areas. Parcels are typically large (approximately 20-50 acres). This use does not appear in any CPA or Subregion within the unincorporated areas of the County. |
| Extractive Industry | Mining, sand and gravel extraction and salt evaporation. |
| Facilities⁽¹⁾ | |
| Education | Includes school district offices and all types of schools (including adult schools, non-residential day care and nursery schools). |
| Communications / Utilities | Television/radio stations, relay towers, electrical power generating plants, and water/sewer treatment facilities are classified under this category. |
| Institutions | This category includes all public services (hospitals, cemeteries, churches, libraries, post offices, fire/police stations, missions, museums, social service agencies and humane societies and other cultural facilities). It also includes group quarters, jails/prisons, dormitories, monasteries, convalescent or retirement homes (not associated with or within a health care facility), rooming houses, half-way houses, California Conservation Corps, Honor Camps and healthcare facilities. |
| Circulation/Transportation⁽²⁾ | |
| Freeways/Roads | All streets and rights-of-way, including freeway interchange areas. |
| Other Transportation | Rail stations, railroads, marine terminals and rights-of-way for transmission lines are included in this category. It also includes parking lots, landfills, and dumps as well as maintenance yards, transit and railroad yards and their associated activities. ³ |
| Airports ⁽²⁾ | Includes military airports, commercial airports, general aviation airports and airstrips. |
| Open Space | |
| Parks ⁽⁴⁾ | <p>There are a number of types of parkland. Parks can be in active recreational use, passive use or in open space preserves and reserves.</p> <ul style="list-style-type: none"> i. BLM – Land classified as BLM includes areas that are under the jurisdiction of the federal Bureau of Land Management, which is under the U.S. Department of the Interior. ii. City – This category includes city-owned parks that are in the unincorporated area. An example of this is a park adjacent to the San Vicente Reservoir. The park is owned by the city of San Diego and is within the unincorporated area. iii. County – The county park category contains lands that are in the unincorporated area and are on County-owned land and operated by the County Department of Parks and Recreation. iv. U.S. Forest Service – Like BLM lands, these areas are under federal jurisdiction. The U.S. Forest Service is within the U.S. Department of Agriculture. v. State – Parks that are owned by and/or under jurisdiction of the State of California. vi. Private – This category includes open space, and land that is owned by the Nature Conservancy, the Trust for Public Land and other land preservation groups. vii. Other, water/sanitation, special district – Land in this category includes a variety of parkland owned by the Sweetwater Authority, San Diego Gas & Electric, the County Water Authority, Valley Center Community Services District, the Spring Valley Parks & Recreation District and the San Diego & Arizona Eastern Railway. viii. Military – This classification appears only in one unincorporated Plan Area, and includes military-owned parkland as well as beach and open space within the Camp Pendleton base area. |

Table 2.9-1 (Continued)

| | |
|--------------------------------------|---|
| Intensive Agriculture ⁽⁵⁾ | Intensive agriculture includes row crops, grains, nurseries, greenhouses, flower fields, dairies, livestock, poultry and equine ranches as well as orchards and vineyards. |
| Extensive Agriculture ⁽⁵⁾ | Pasture, grazing and fallow lands are included in this category. This use does not appear in any CPA or Subregion within the unincorporated areas of the County. |
| Water ⁽⁶⁾ | This category includes the acreage of water bodies in the unincorporated area, such as reservoirs, lakes, rivers and streams. |
| Undeveloped | This category includes all land that is not built upon. However, “undeveloped” does not necessarily mean “developable” because no environmental or other constraints are assumed on land within this category. In order to determine how much of the land is developable, analysis is required to determine environmental and other constraints that will contribute to or limit the capacity of these areas for development. |
| Tribal Lands⁽⁷⁾ | |
| | Lands designated as Indian Reservation Land by an Act of Congress in the case of Indian Reservations. On such lands, the County of San Diego has no jurisdiction over specific activities and/or land uses. |

(1) Additional information on public facilities can be found in Section 2.13, Public Services, and Section 2.16, Utilities and Service Systems.

(2) Additional information on circulation can be found in Section 2.15, Transportation and Traffic.

(3) Additional information on circulation can be found in Section 2.15, Transportation and Traffic.

(4) Specific acreages of junkyards, dumps, and landfills within each community have been pulled out of this grouping.

(5) Additional information on parks and recreation facilities can be found in Section 2.14, Recreation.

(6) Additional information on agriculture can be found in Section 2.2, Agriculture.

(7) Additional information on water features can be found in Section 2.16, Utilities and Service Systems.

Source: SANDAG 2008

Table 2.9-2. San Diego County Land Use Distribution Totals

| General Land Use | Acreage |
|------------------------------|------------------|
| Residential Total | 108,714 |
| Low Density Residential | 70,802 |
| Single Family | 33,022 |
| Mobile Homes | 1,924 |
| Multiple Family | 2,966 |
| Commercial Total | 7,355 |
| Commercial & Office | 1,416 |
| Commercial Recreation | 5,809 |
| Shopping Centers | 130 |
| Industrial Total | 2,553 |
| Light Industry | 1,001 |
| Heavy Industry | 0 |
| Extractive Industry | 1,552 |
| Facilities Total | 5,486 |
| Education | 1,729 |
| Communication – Utilities | 1,768 |
| Institutions | 1,989 |
| Circulation Total | 42,915 |
| Freeways/Roads | 38,972 |
| Miscellaneous Transportation | 2,651 |
| Junkyards, dumps, landfills | 905 |
| Airports | 1,292 |
| Open Space Total | 1,004,253 |
| Parks | 839,034 |
| Intensive Agriculture | 165,219 |
| Extensive Agriculture | 0 |
| Miscellaneous Totals | |
| Military | 123,834 |
| Undeveloped/Vacant | 975,784 |
| Water | 11,287 |
| Miscellaneous | 1,906 |
| Total | 2,284,087 |

Source: SANDAG 2001

Table 2.9-3. FCI Acreage Totals by Community Planning Area

| Community | Acreage | Community | Acreage |
|------------------|----------------|------------------|----------------|
| Alpine | 15,100 | Mountain Empire | 2,879 |
| Central Mountain | 30,635 | North Mountain | 27,861 |
| Desert | 190 | Pendleton/De Luz | 1,506 |
| Jamul | 1,434 | Ramona | 1,708 |
| Julian | 9,675 | | |

Note: Data has been rounded to nearest whole number.

Source: DPLU 2007c

Table 2.9-4. Proposed Road Improvements by Community

| CPA/Subregion | Number of New Roads or Extensions | Number of Roads to be Widened | Total Improvements |
|----------------------|--|--------------------------------------|---------------------------|
| Alpine | 5 | 3 | 8 |
| Bonsall | 0 | 7 | 7 |
| County Islands | 1 | 1 | 2 |
| Crest/Dehesa | 0 | 4 | 4 |
| Fallbrook | 4 | 7 | 11 |
| Jamul/Dulzura | 0 | 1 | 1 |
| Lakeside | 6 | 9 | 15 |
| Mountain Empire | 0 | 2 | 2 |
| North County Metro | 8 | 15 | 23 |
| Otay | 10 | 1 | 11 |
| Pala Pauma Valley | 1 | 0 | 1 |
| Rainbow | 1 | 0 | 1 |
| Ramona | 3 | 4 | 7 |
| San Dieguito | 1 | 2 | 3 |
| Spring Valley | 0 | 2 | 2 |
| Sweetwater | 1 | 2 | 3 |
| Valle de Oro | 0 | 10 | 10 |
| Valley Center | 4 | 4 | 8 |
| Total | 45 | 74 | 119 |

Note: Data has been rounded to nearest whole number.

Source: DPLU 2008j

Table 2.9-5. CTMP Policies and Corresponding General Plan Update Policies

| CTMP Policy | Corresponding General Plan Update Policy |
|---|---|
| CP 1.1 Continue to provide and expand the variety of trail experiences, including urban/suburban, rural, wilderness, multi-use and single use, staging areas and support facilities. | Policy M-12.2 |
| CP 1.2 Encourage trail routes that highlight the County's recreational and educational resources, including natural, scenic, cultural and historic resources whenever possible. | Policy M-12.10 |
| CP 2.2 Coordinate trail planning, acquisition, development, and management with appropriate jurisdictions. | Policy M-12.3 |
| CP 3.1 Seek opportunities to designate or construct future trails on County-owned lands, such as parks, open space preserves and/or lands within the MSCP or other lands already under public ownership or proposed for public acquisition. | Policy M-12.5 |
| CP 3.3 Seek trail opportunities through easements, dedications, license agreements, or joint-use agreements with public and semi-public agencies including utility districts, school districts, water districts, transportation agencies, and parks and open space agencies. | Policy M-12.6 |
| CP 3.4 Secure trail routes across private lands through purchase, easements, and dedication or by other means from a willing property owner/seller. | Policy M-12.8 |
| CP 3.7 Development projects and other discretionary projects proposed on lands upon which a trail or pathway in the Regional Trail Plan or Community Trails Master Plan has been identified may be required to dedicate and improve land for trail or pathway purposes. | Policy M-12.4 |
| CP 3.8 Seek to establish funding opportunities for trail acquisition, implementation, maintenance, and operation. | Policy M-12.7 |
| CP 4.7 When locating specific trail segments, prioritize locations that avoid significant impacts to sensitive environmental resources. | Policy M-12.9 |

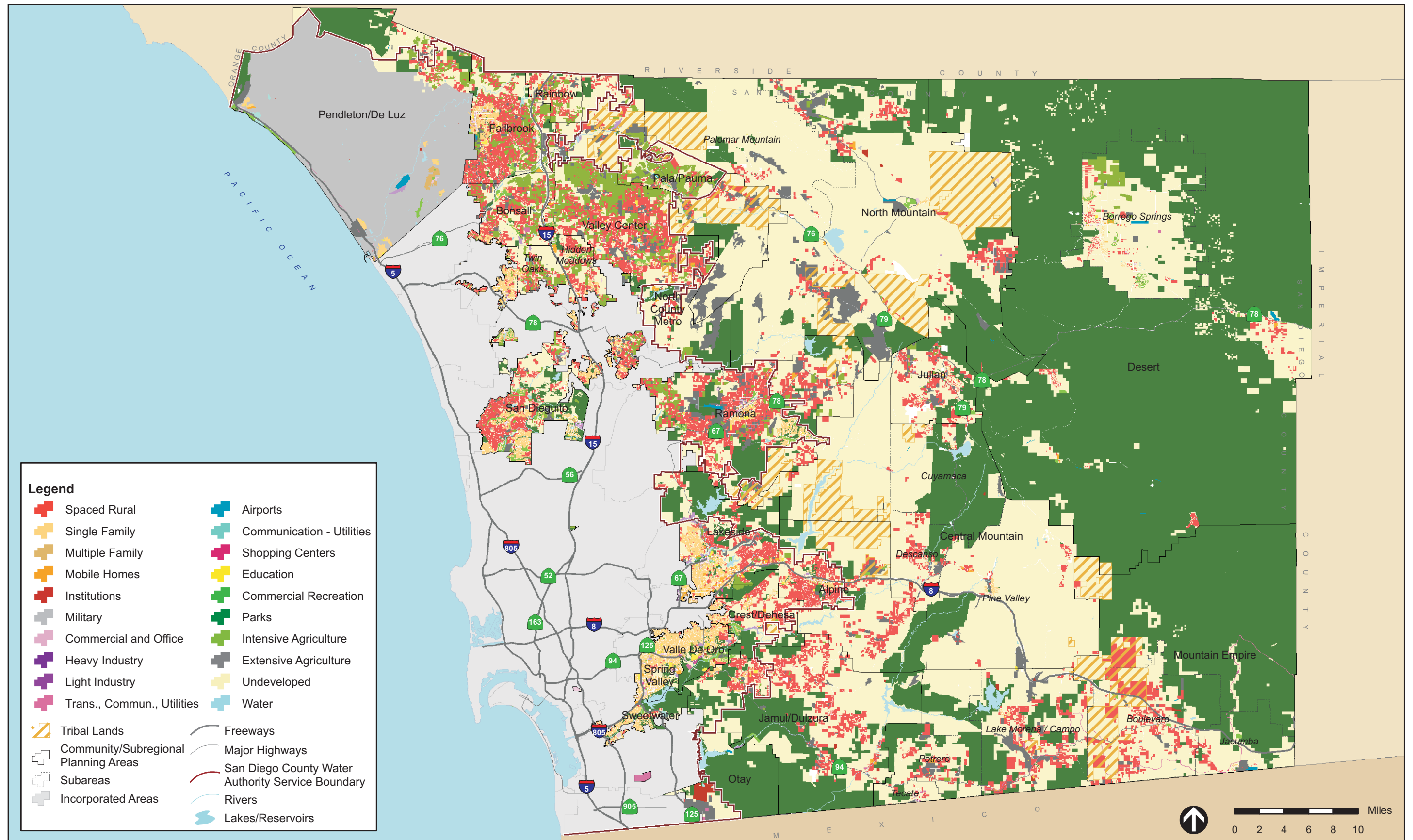
Source: CTP 2005

Table 2.9-6. Proposed Sphere of Influence (SOI) Land Use Differences

| City | CPA/Subregion within SOI | Area Name ⁽¹⁾ | City Designation | General Plan Update Designation |
|------------|--------------------------|--------------------------|--------------------------------------|---------------------------------|
| El Cajon | Lakeside | EC1 | 3-18 du/ac | 24 du/ac |
| | | EC2 | 10-18 du/ac | 7.3 du/ac |
| | | EC3 | School Playground/Playfield | 7.3 du/ac |
| | | EC4 | Community Park | 4.3 du/ac |
| | | EC5, 6, 8-9 | Open Space | 1 du/1,2,4ac – 4.3 du/ac |
| | | EC7 | 0-3 du/ac | Public/Semi-Public Facilities |
| | Crest/Dehesa | EC10, 11, 13 | Open Space | 1 du/1,2,4 ac – 1 du/2,4,8 ac |
| | | EC12 | 0-3 du/ac | General Commercial |
| Escondido | North County Metro | E1 | 1 du/4,8,20 ac and 1 du/2,4,20 ac | Specific Plan |
| | | E2 | Specific Plan | 1 du/4,8,16 ac and 1 du/20 ac |
| | | E3 | Public Lands/Parks and Specific Plan | 1 du/20 ac |
| | | E4 | 1 du/4,8,20ac | 7.3 du/ac |
| | | E5 | 1 du/.5,1,20 ac | 7.3 du/ac |
| | | E6 | 1 du/.5 to 1 du/20 ac | 2 du/ac |
| | | E7 | Specific Plan | 1 du/20 ac |
| | | E8 | 1 du/4,8,20ac | Open Space |
| | | E9 | 1 du/4,8,20 ac to 1 du/2,4,30 ac | 2 du/ac |
| | | E10 | 1 du/2,4,20 ac | Specific Plan |
| | | E11 | 1 du/1,2,4,20 du/ac | 2 du/ac |
| | Valley Center | E12 | Specific Plan | 1 du/4,8,16 ac and 1 du/20 ac |
| San Marcos | North County Metro | SM1 | 1 du/8ac | 1 du/10 ac to 1 du/20 ac |
| | | SM2 | 1 du/8 ac | 1 du/1,2,4 ac |
| | | SM3,4 | 1 du/8 ac | 2.9 du/ac |
| | | SM5 | 4-8 du/ac and 12-15 du/ac | 10.9 du/ac |
| | | SM6 | 12-15 du/ac | 24 du/ac |
| | | SM7 | 4-8 du/ac | 24 du/ac |
| | | SM8 | 1 du/8 ac | 1 du/1,2,4 ac |
| | | SM9 | 1 du/8 ac | 1 du/1,2,4 ac |
| | | SM10 | 1 du/8 ac | 7.3 du/ac |
| | | SM11 | 1 du/8 ac | 2 du/ac |
| | | SM12 | 1 du/8 ac | 4.3 du/ac |
| | | SM13 | Light Industrial | 1 du/1,2,4 ac |
| | San Dieguito | SM14 | Light Industrial | 1 du/1,2,4 ac |
| Vista | Bonsall | V1 | 1 du/ac | 1 du/2,4,8 ac |
| | | V2 | 2 du/ac | 1 du/1,2,4 ac |
| | North County Metro | V3 | 2 du/ac | 7.3 du/ac |
| | | V4 | Open Space / 2 du/ac | 4.3 du/ac |
| | | V5 | 2 du/ac | 30 du/ac |
| | | V6 | 5 du/ac | 15 du/ac |
| | | V7 | 1 du/ac – 2 du/ac | 4.3 du/ac |

⁽¹⁾ Corresponds with locations shown on Figures 2.9-3, 2.9-4, 2.9-5, and 2.9-6.
Source: DPLU 2008k

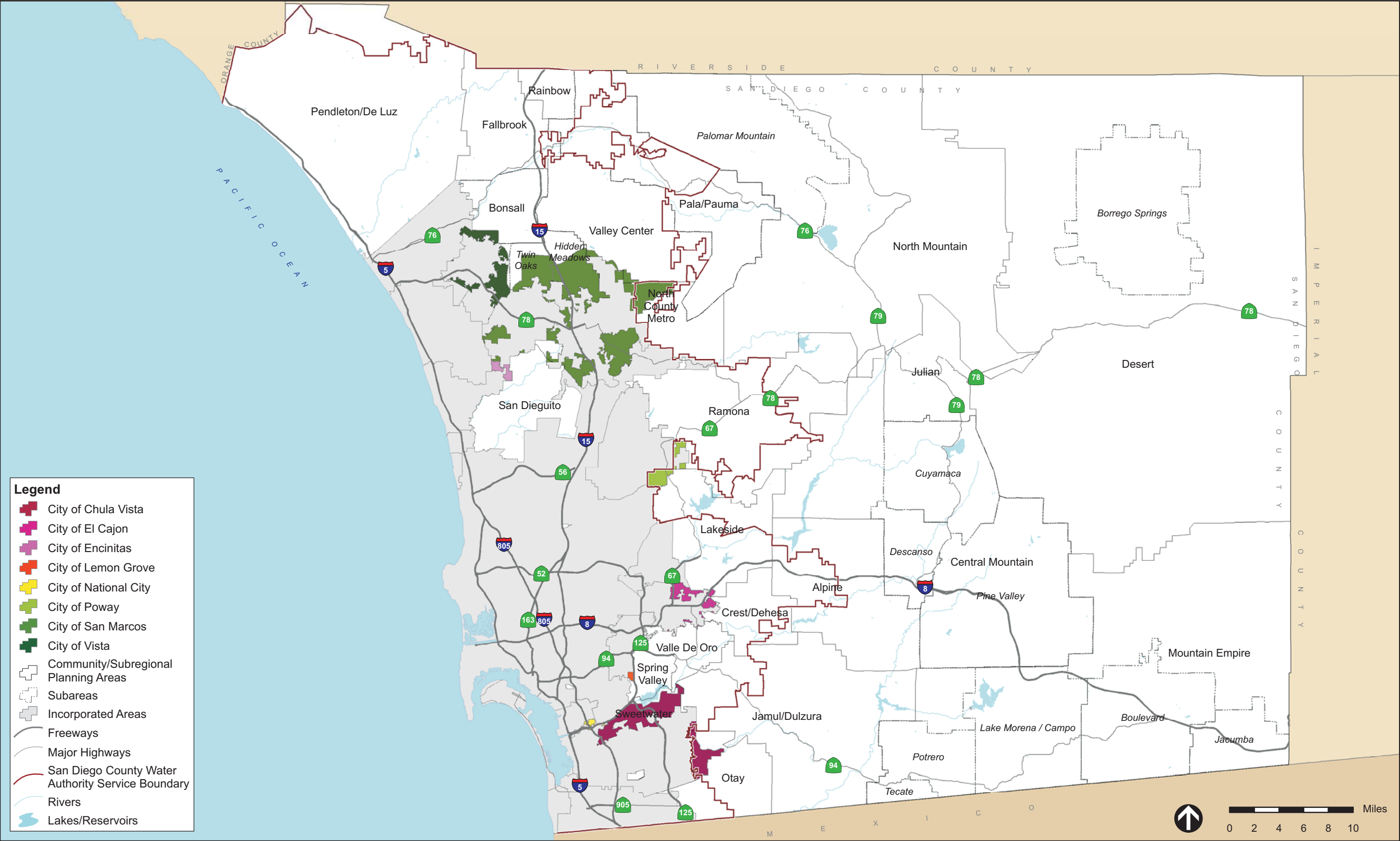
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Source: SANDAG, 2007; County of San Diego, 2008

EXISTING LAND USES

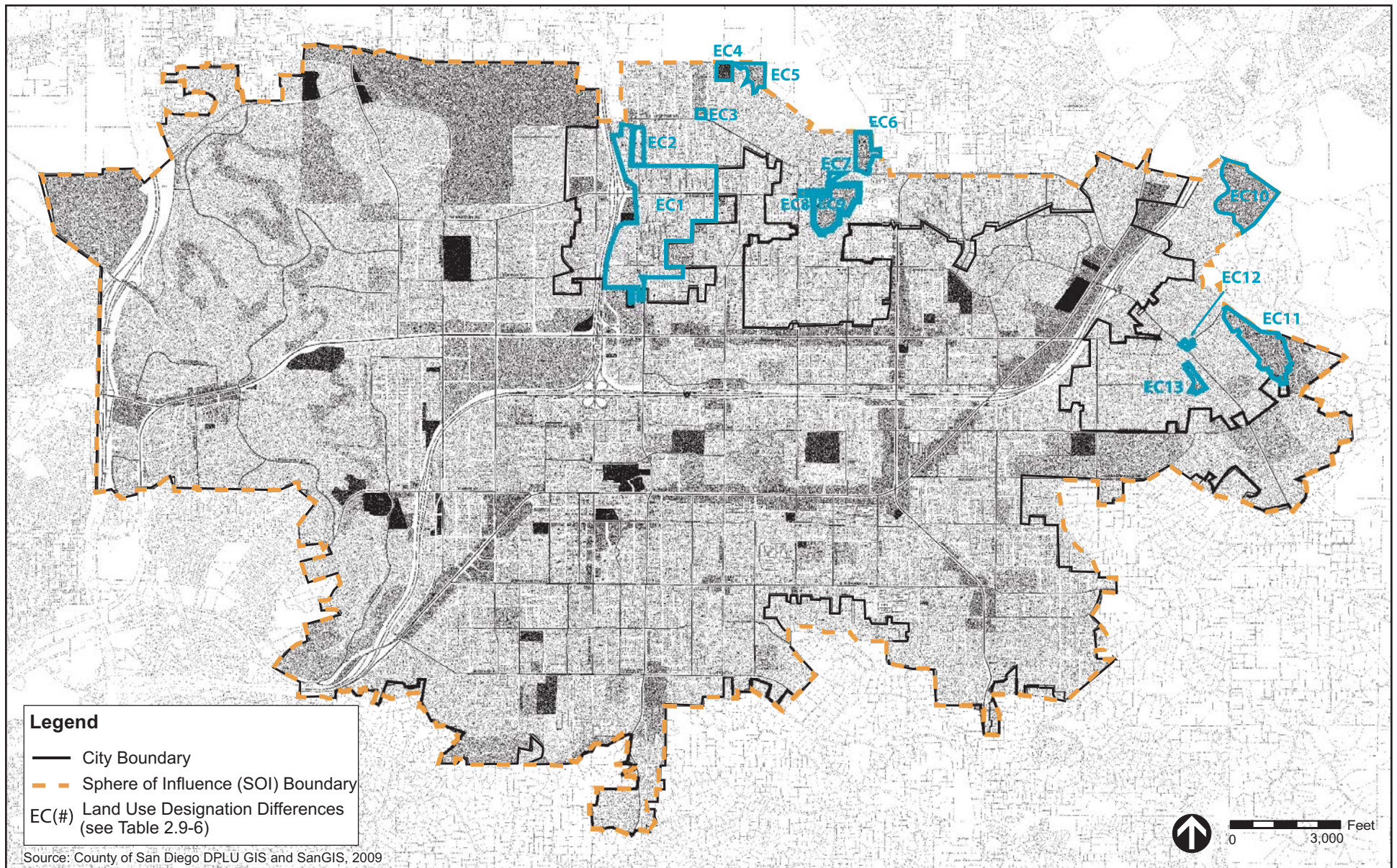
FIGURE 2.9-1



Source: LAFCO, 2008; County of San Diego, 2008

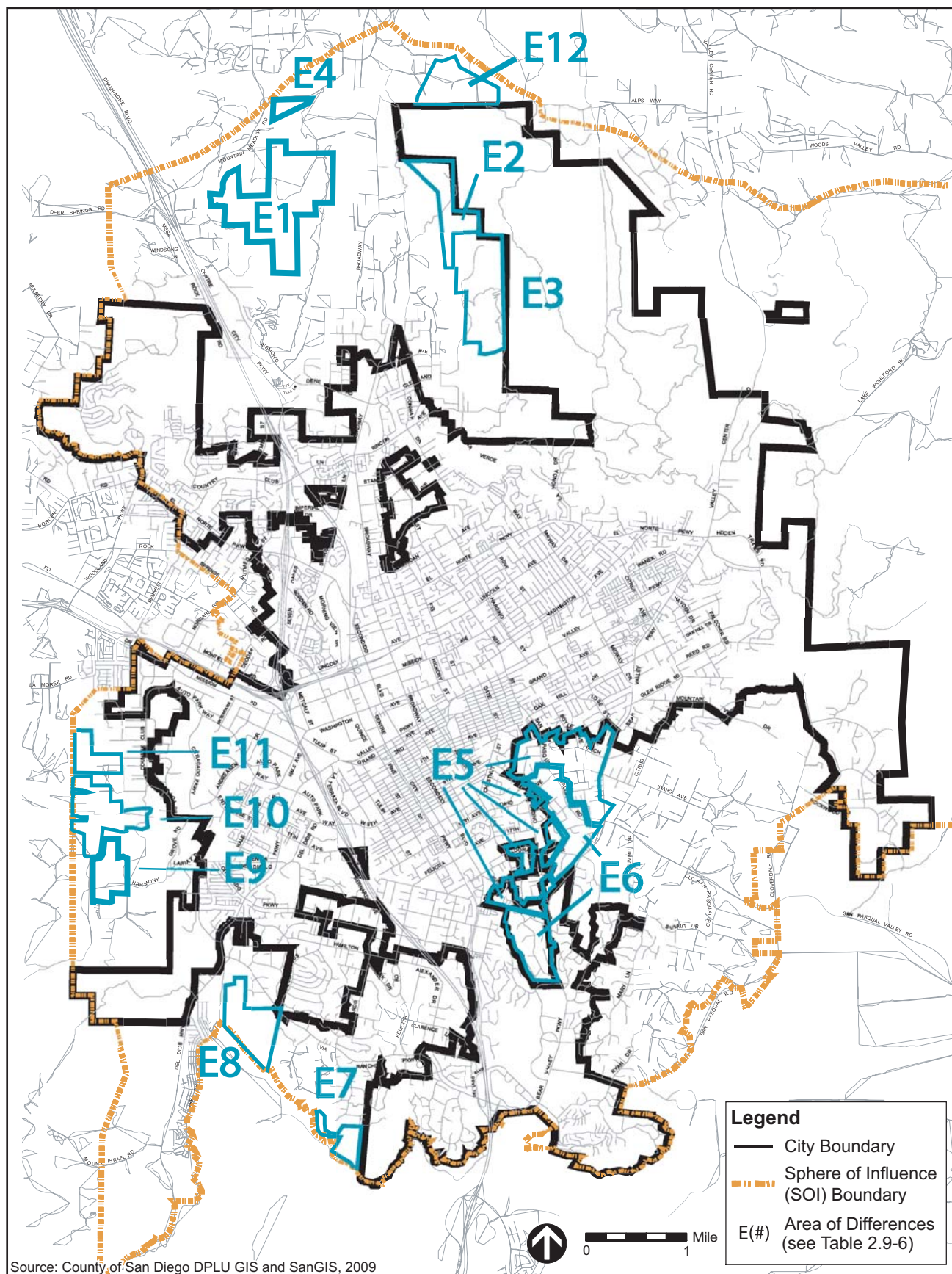
COUNTYWIDE SPHERES OF INFLUENCE

FIGURE 2.9-2



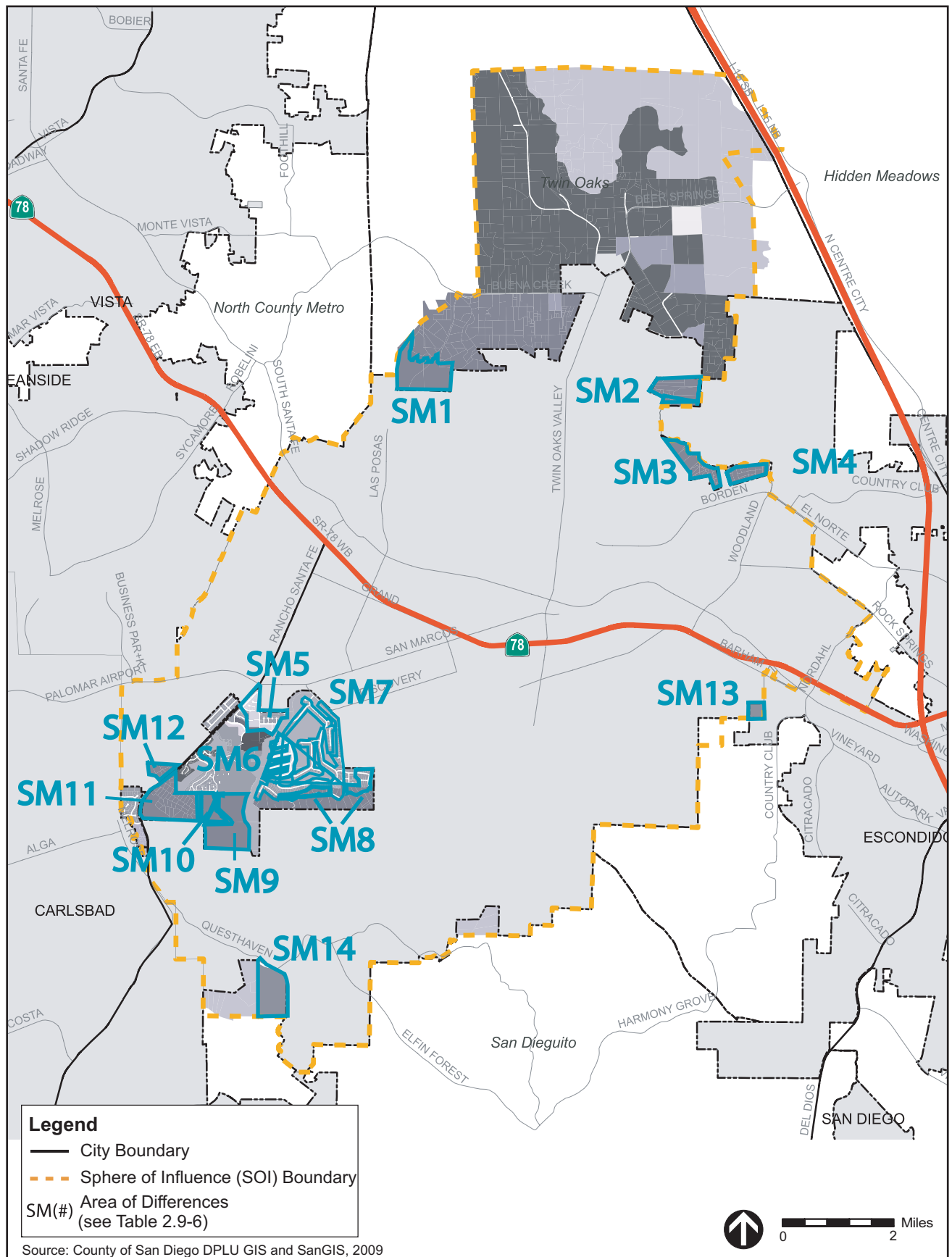
CITY OF EL CAJON SPHERE OF INFLUENCE

FIGURE 2.9-3



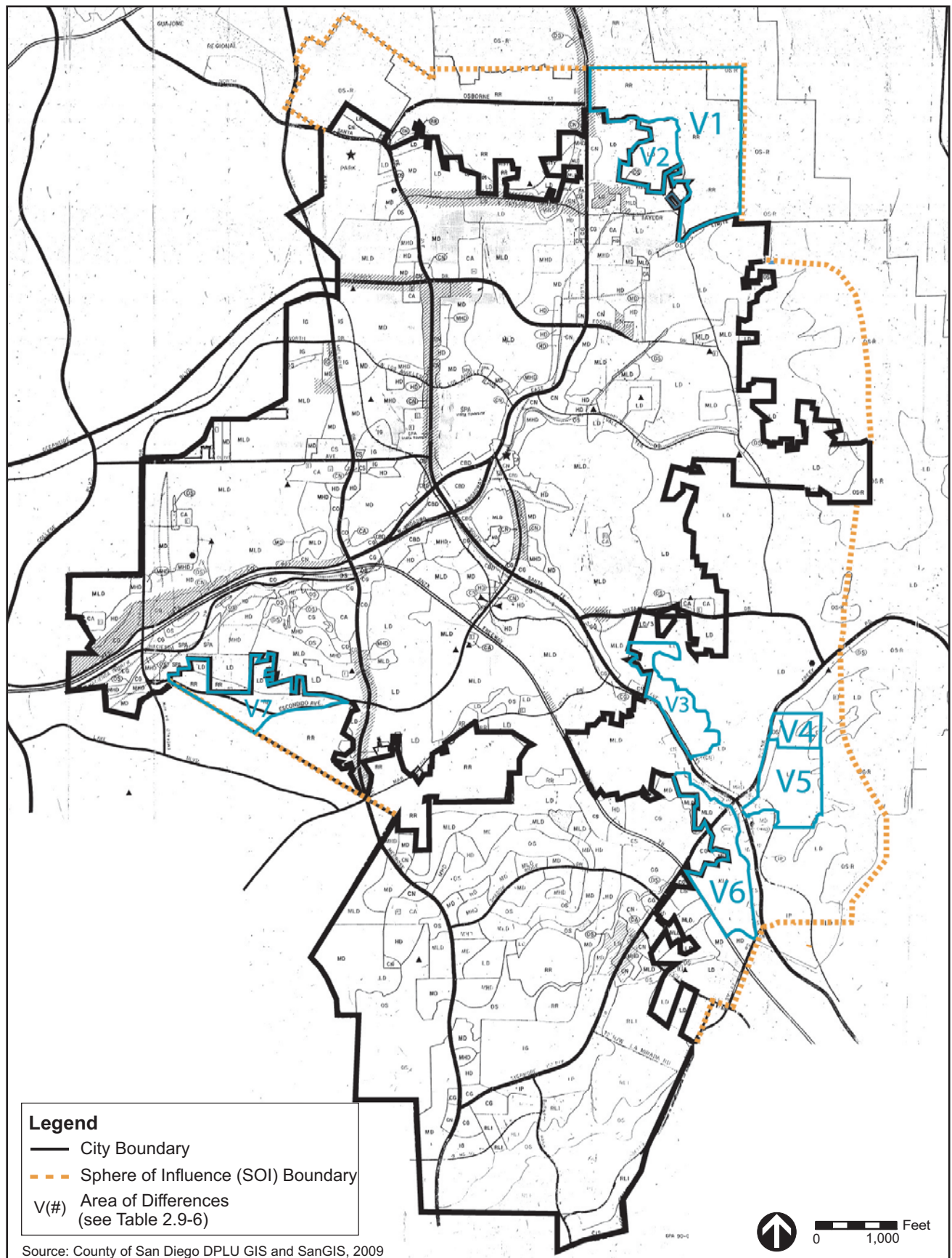
CITY OF ESCONDIDO SPHERE OF INFLUENCE

FIGURE 2.9-4



CITY OF SAN MARCOS SPHERE OF INFLUENCE

FIGURE 2.9-5



CITY OF VISTA SPHERE OF INFLUENCE

FIGURE 2.9-6